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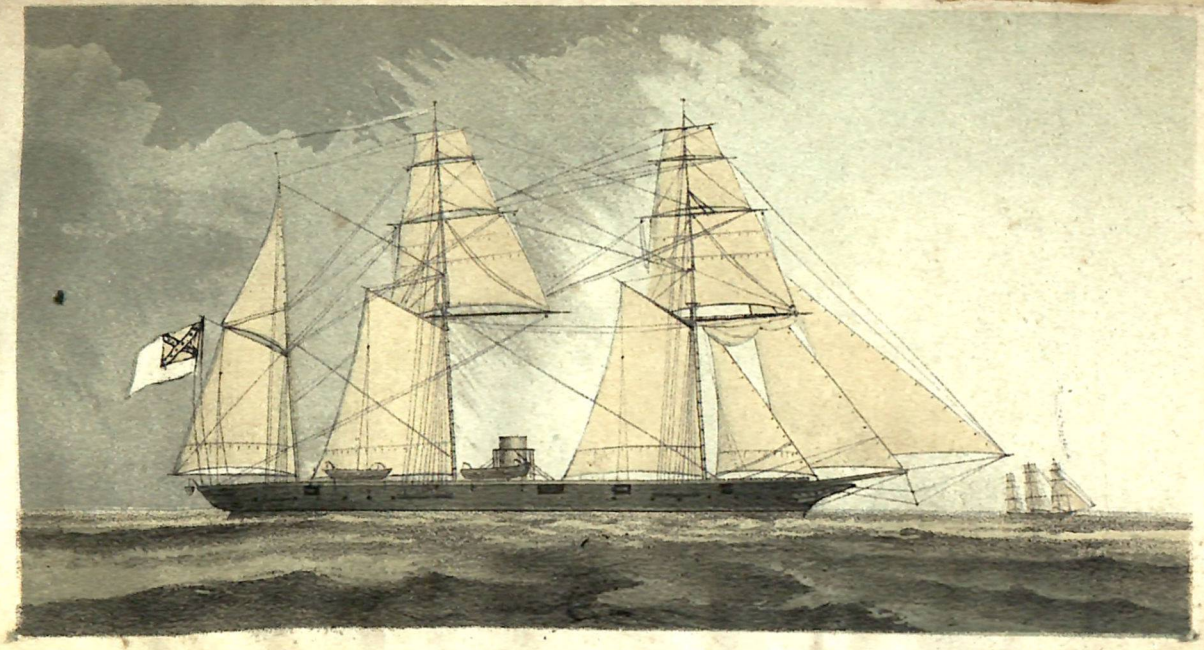

THE ALABAMA.

(in chase of the "Morning Star.")

THE CRUISE

OF

THE ALABAMA

AND THE

SUMTER.

60436
ac.

FROM THE PRIVATE JOURNALS AND OTHER PAPERS OF

COMMANDER R. SEMMES, C.S.N.

AND OTHER OFFICERS.

IN TWO VOLUMES.

VOL. II.

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CRUISE OF THE ALABAMA

AND

THE SUMTER.

CHAPTER I.

The Alabama's lucky day—A trial of speed—Brought to—The Ariel—Buying an elephant—Prisoners of war—Prize-money—Still on the look out—Broken down—A dilemma—Yellow fever—Release of the Ariel—Under repair.

SUNDAY again! The Alabama's lucky day; and this time, at least, destined to be especially marked with white chalk in the annals of the ship. The morning passed calmly enough; the ship in her quiet Sabbath trim; and nothing giving token of what was about to follow, save here and there a group anxiously scanning the horizon, or eagerly discussing the chances of a rich capture before nightfall.

The forenoon wore slowly away, and five bells had just sounded when the cry of "Sail, ho!" from the masthead put everyone on the *qui vive*, the excitement growing rapidly more and more intense as bit by bit the description of the stranger became more accurate and minute. She is a steamer—and a large one! That sounded well, and the hopes of the sanguine rose higher and higher. Brigantine rigged—and a side-wheel steamer!—so far so good. This answers exactly to the description of the Californian steamers. A few minutes will decide it now; the Alabama's canvas has some time since been snugly furled, the fires spread and well supplied with fresh fuel, the propeller lowered, and the ship's head turned in a direction to intercept the approaching vessel. Rapidly the chase looms larger and larger, as the two swift steamers approach each other at almost top speed. And now the huge walking beam can be

plainly distinguished, see-sawing up and down between the lofty paddle-boxes, and the decks appear crowded with hundreds of passengers, conspicuous among whom are to be seen the gay dresses of numerous ladies; and—yes, surely that is the glimmer of bayonets, and that military-looking array drawn up on the hurricane deck is a strong detachment of United States marines!

Swiftly, and in grim silence the Alabama approached her huge but defenceless prey. From her open ports grinned the black muzzles of her six 32-pounders, each with its crew standing round eager for the word. High above them towered the huge black pivot-gun, while from the mizen-peak floated the delusive Stars and Stripes, the sight of which was to tempt the stranger into a confession of his own nationality.

The *ruse* was, as usual, successful, and as the two vessels crossed, the Alabama passing

a short distance astern of the stranger, the latter also hoisted United States colours, and expectation gave way to certainty among the delighted crew of the Confederate steamer. Down came the Yankee colours from her gaff, and in its stead the white ensign of the Confederacy fluttered gaily in the breeze, while a blank shot from the Alabama's lee bow-chaser summoned the chase to surrender. Surrendering, however, seemed to be the last thing in the chase's thoughts. Already she was ahead of the Confederate cruiser, and trusting to her own well-known speed, appeared determined to make at least one effort to escape. She held steadily on her course, at top speed, without noticing the pursuer's summons; the black smoke that poured in volumes from her funnel, showing no less plainly than the rapid revolutions of her paddles the strenuous exertions she was making to escape.

This state of things, however, could not last long. For a few minutes the chase

was permitted to try her speed against that of her pursuer; but the latter soon found that with the highest pressure of steam she had been able to raise during the short period that had elapsed since the enemy first hove in sight, she was by no means overhauling the chase as rapidly as could be desired. So the friendly warning having been disregarded, the adoption of more peremptory measures was decided on, and a shotted gun was ordered to be fired over her.

Boom! went the Alabama's bow-chaser, as she yawed for a moment to permit the gunner to take aim—and boom! at almost the same instant went one of her broadside guns, the enthusiastic captain of which could not contain himself until the order to fire was given, but must needs bring down upon himself a reprimand from the authorities of the quarter-deck for his precipitation. Fortunately, however, this irregular shot did no harm—not improbably, perhaps,

from the very fact of its having been launched so totally without consideration. The first, however, did its errand most effectively, and the shower of white splinters that flew from the chase's foremast as the shell, after grazing the funnel, struck full against it, afforded most satisfactory evidence of the accuracy of the line. Happily, the shell contented itself with cutting the foremast very nearly in two, and did not explode until it had passed safely overboard, otherwise the havoc created by it on the crowded deck of the steamer must have been very fearful.

The hint, however, was sufficient. The paddles of the chase ceased to revolve, the huge walking beam remained poised in mid-air, and the steamer rounding to, submitted herself to her captors. A boat was now lowered and sent on board of the prize, which proved to be, as anticipated, the mail steamer Ariel, from New York to

Aspinwall, having on board one hundred and forty marines on their way to join the enemy's Pacific squadron; several military and naval officers, among the latter of whom was Commander Sartori, on his way to take command of the St. Mary's; and about five hundred other passengers, a large proportion of whom were women and children.

The Alabama had "bought an elephant," and now the question arose—what was to be done with her valuable but most unwieldy acquisition? The first step, of course, was to send a prize crew on board. The second to transfer to the Alabama sundry important matters, such as the ship's papers, three large boxes of specie, a 24-pounder rifled gun, 125 new rifles, 16 swords, and about 1000 rounds of ammunition. The marines and officers were then put on parole, the former being disarmed, and all pledged not to fight again against the Con-

federate States until they should be regularly exchanged.

But this done, Captain Semmes' task was not half accomplished. There was still the ship herself to be disposed of, and with her the remaining five hundred and odd passengers, including among their number a large proportion of women and children. What was to be done? It was clear he could not fire the ship until all these were safely out of her. It was at least equally clear that, squeeze and contrive how he would, he could not possibly transfer such a host of prisoners to his own already sufficiently crowded decks. His only choice, then, was either to release the captured vessel at once, upon a ransom bond, or to keep her by him for a time in the hope that something might turn up to obviate the necessity of so unsatisfactory a step. Captain Semmes decided upon the latter course, and detaining the captain of the Ariel on board his

own ship, sent a prize crew to take charge of the Ariel, with orders to keep company with the Alabama through the night.

This done, the Alabama returned under easy sail to her station off the Cape, still anxiously looking out for the homeward-bound steamer, which would of course prove a very far richer prize than the one home-bound vessel he had captured. The following afternoon the precaution was taken of disabling the captured vessel, by removing from her engines the "bonnet of the steam chest and a steam valve," which were sent into safe custody on board the Alabama; care being also taken to prevent the Ariel from availing herself of her sails as a means of escape should the Alabama have to start off in pursuit of her homeward-bound consort.

No homeward-bound steamer, however, appeared, and it was now determined to convey the Ariel into Kingston, Jamaica,

where it was proposed to land the passengers, and after providing the Alabama, from the prize, with coal, provisions, and other matters of which she stood in need, to take her out again to sea and burn her. With this view the portions of the machinery which had been removed during the night were restored to their places, and the two vessels made sail towards Jamaica, on or about the line which it was supposed would be taken by the Californian steamer.

The next morning was fine, and, with the prize in company, the island of Navaza was made at about 9.30 A.M. on the port bow; and five hours afterwards the two steamers were in sight of the east end of Jamaica. By half-past seven that evening the Alabama was within about nine miles of Point Morant Light, and checked her speed to enable the prize to come up with her.

And now a catastrophe occurred which,

but for the most careful and excellent management, might have had most serious results. At about eight o'clock in the evening chase was given to an hermaphrodite brig, on coming up with which a blank cartridge was fired, and a boat despatched to board her and examine her papers. At this moment, up came the engineer to report that the engine had suddenly become entirely useless from the giving way of some of the valve castings, and that twenty-four hours, at least, would be required before the damage could be repaired. At this untoward intelligence, the captain's first thought was of the chase, and, casting a rapid glance in that direction, to his equal amazement and disgust, he perceived that she had not obeyed the signal to heave to, but was still standing quietly upon her course!

Here was, indeed, a pleasant predicament. Not a step could he stir in pursuit, nor did

he dare fire a shot after the departing vessel, for fear, in the darkness of the night, of sending to the bottom his own boat, which was now in full pursuit of her. What if the boat should be led away too far in the ardour of the chase, and of course taking for granted that as soon as the brigantine's contumacy was discovered, the Alabama herself would at once be after her? What, too, if the Ariel should get scent of her captor's predicament, and take this favourable opportunity of showing her a clean pair of heels, carrying off the unlucky prize-crew as a running horse might carry off the unskilful rider who had imprudently bestridden it?

The moment was an anxious one, and great was the relief to the minds of all who were in the secret, when the welcome sound of oars working regularly backwards and forwards in their rowlocks was again heard, and the boat returned, having managed to

overhaul the stranger, the wind having fortunately fallen too light for her to escape.

The chase proved to hail from one of the German States, and was just out of Kingston. According to her statement, this latter port was now suffering from a severe visitation of yellow-fever. This intelligence caused an entire change in the Alabama's plans. It had been Captain Semmes' intention to run into Kingston, and endeavour, at all events, to obtain permission to discharge his numerous prisoners; this being, apparently, the only way in which he could hope to disencumber himself of them, except by releasing the ship at the same time. To turn some seven hundred prisoners, however, many of them delicate women and children, adrift in a place known to be suffering from the fearful scourge of yellow-fever, would have been an act of inhumanity of which the Confederate captain

was quite incapable. Sorely to his disappointment, therefore, he felt himself compelled to abandon the Kingston scheme, and forego the pleasure of making a bonfire of the splendid steamer that had fallen into his hands. It is an ill wind that blows nobody any good, and to the yellow-fever were the passengers by the Ariel indebted for an uninterrupted voyage, and her owners for the preservation of their valuable vessel.

The question once decided in favour of the Ariel's release, it was, of course, under existing circumstances, an object of no small importance to get the matter concluded as speedily as possible. Had she only known her captor's crippled condition she would have had nothing to do but just to have steamed quietly away, taking the prize-crew with her as compensation for the inconvenience to which she had been put by her detention. And any moment might reveal

the all-important secret; so without delay, a boat was again sent on board for the master, who was evidently not a little relieved on being told that the vessel was to be released.

Some little discussion now arose as to the amount of ransom to be exacted, but both parties were equally, though not as openly, anxious to conclude the transaction; and the amount was finally fixed at 261,000 dollars—a handsome sum, indeed, but one by no means exorbitant, when the value of the vessel to be ransomed is taken into consideration.

The bond duly signed, and safely deposited among the other securities of the kind, Captain Semmes breathed more freely, and a feeling of satisfaction at having steered safely through a situation of such difficulty, offered some slight compensation for the disappointment arising from the enforced release of the prize. The two vessels now parted company; all parties, both civil,

naval, and military, on board of the Ariel, uniting their testimony in eulogy of the quiet, orderly, and respectful conduct of their unwelcome guests. So with mutual amenities the two courteous enemies parted, the Ariel steering a course to the S.S.W., the Alabama still hard at work in the repairs of her machinery, standing off and on within easy distance of the Jamaica coast, and keeping as far as possible from the track of vessels, until the untoward disaster should be repaired.

CHAPTER II.

Again ready — Gloomy weather — A Norther—The Arcas—The second Christmas at sea—The war—Plymouth rock leaven—On the lonely island—"Splicing the main-brace"—Searching for shells—Tired of hard service—In irons—Well disciplined—A phenomenon—The new year—In memoriam—To sea again.

THE exciting episode of the Ariel was followed by a period altogether devoid of incident, though by no means destitute either of interest or anxiety for those on board the Alabama. From daybreak to dusk the click of the hammer, and the shrill screaming of the file, arose incessantly from the engine-room, as the engineer and his staff laboured without a pause to repair the damage to the machinery. The task proved even longer than had been antici-

pated, and it was not until the afternoon of the third day that the mischief had been finally remedied, and the Alabama was pronounced in a condition to resume with safety her destructive career.

Meanwhile, a brighter look-out than ever was kept from her mastheads. There was still a possibility—though but a slight one—of falling in with the homeward-bound Californian, for which they had been waiting so long and so anxiously; whilst it was more than ever necessary to care against surprise from any of the enemy's cruisers, who might fairly be expected to be in considerable force somewhere in the neighbourhood.

The northern shores of Jamaica, however, off which the Alabama was now lying, standing along the coast, under easy sail during the day, and at night laying her maintopsail to the mast, appeared to be but little frequented by vessels of any kind,

and the cruiser was permitted to carry on her repairs without a single interruption in the way of either a chase, or a call to quarters. And it was perhaps as well that such an interval of rest should have been afforded after the severe strain of the previous few days. For Captain Semmes, at all events, it was a great boon, for on that officer's never very robust constitution, the continued anxiety and constant night-calls on deck, in wind and rain, had had a very serious effect, and he was fairly laid up with cold and fever.

The evening of Friday, December the 12th, saw the repairs to the machinery of the vessel completed, the Alabama being at nightfall about opposite to the little town of St. Anne's. That evening the crew were exercised at quarters; and the next day, after a thorough cleaning of the decks, &c., the vessel ran away to the westward of the Island of Jamaica, *en route* for another

point of rendezvous, at which to take in fresh coal, and other needful supplies.

Saturday, December 13th.—* * * Nothing in sight, and I intend to see nothing—unless it be a homeward-bound Californian steamer—at present, as it is important I should make the run I contemplate without being traced. I should have much liked to touch at the Caymans for fruit and vegetables for the crew, but forbear on this account.

* * * *

Monday, December 15th.—Fresh trade, ship rolling along under topsails. This running down, down, the ever-constant trade wind—to run *up* against it, by and by, under steam—is not very pleasant. Still, God willing, I hope to strike a blow of some importance, and make my way safely out of the Gulf.

Wednesday, December 17th.—The wind

blew quite fresh during the night from about N.E. by N. To-day it is blowing a moderate gale from about N.N.E. This is probably a *norther* from the American coast, modified by its contact with the N.E. trade wind. The clouds look hard and wintry. Close-reefed at nightfall. * * * The gale has continued all day, with a rough sea, in which the ship is rolling and tumbling about. Weather cloudy and gloomy-looking, and the wind moaning and whistling through the rigging—enough to give one the blues. These are some of the comforts of sea-going, and we have had our share of them in the Alabama.

Thursday, December 18*th*.—The gale continues, with dense clouds in every direction obscuring the heavens so that we get no meridian altitude. I got a glimpse of the sun at about nine minutes past noon. When one's ship is in a doubtful position, how eagerly and nervously one watches the

shifting clouds near noon, and how remorselessly they sometimes close up their dense masses just at the critical moment, shutting out from us the narrowly-watched face of the sun! One is foolish enough sometimes almost to feel a momentary resentment against inanimate nature—weak mortals that we are!

The gale has drifted us so far to leeward that the wind from its present quarter will no longer permit us to "lay through" the Yucatan passage, so at 2 P.M. we tacked to the southward and eastward. Weather still thick in the afternoon, with light rain at intervals. We had a very ugly sea lashing us this morning—the ship rolling so heavily as to awaken me frequently, though I sleep in a swinging cot; and the water swashing over the decks, and rushing by bucketsful down the companion-way, which we are obliged to keep open to avoid being smothered.

Friday, December 19th.—The gale continues with the tenacity of a norther, this being the third day. This is but a foretaste of the weather we may expect in the Gulf of Mexico. Being now in the Gulf of Honduras, there is but a small strip of land between us and it.

Saturday, December 20th.—As ugly a day as one often sees, with a great variety of wind and weather. In the morning the wind was fresh from the N.E., with flying clouds, and a bright sun, now and then obscured. At about 9 A.M. a cloud bank in the north began to rise, and by 11.30 we had a densely overcast sky, with heavy rain-squalls. I was running for Cape Catoche, and was greatly disappointed at not getting a meridian altitude, especially after the promise of the morning. At about 11.30 made the land—two islands, as described by the man at the masthead. At 4 P.M. sounded in twenty-eight fathoms. Weather threat-

ening a gale. At six, double-reefed the topsails, and sounded in twenty-five fathoms. I shall endeavour to feel my way around the Cape, and gradually bear up for the westward. The bank is apparently clean and safe, but still groping one's way in the dark in strange waters is a somewhat nervous operation.

Sunday, December 21st. — We doubled Cape Catoche very successfully last night, hauling around it gradually in from twenty-five to thirty fathoms, and ran along in the latter depth all night, course W. and W. by S., sounding every hour. The wind blew half a gale, and the weather looked threatening. This morning the wind hauled more to the eastward, and moderated somewhat. The sky still looks wintry, and the sun sheds a lurid light through a semi-transparent stratum of dull grey clouds. At 11 A.M. mustered the crews and at meridian passed a large steamer (hull down) steering to the

eastward, probably a French ship of war from Vera Cruz.

Monday, December 22nd.—Ran on during the night in a very regular line of soundings of twenty fathoms, on a W.S.W. course. At 9 P.M., having run within about twenty miles of the Arcas, anchored for the night in twenty fathoms.

Tuesday, December 23rd.—At 9 A.M. called all hands up anchor, and at ten we were under way, steering W.S.W.; at meridian observed six miles to the northward of the Arcas, and altered course to S.W. At 1.30 P.M. made the Arcas half a point on the starboard-bow, distant about twelve miles; and at sunset came to anchor in eleven fathoms of water, with the south Arca bearing N.W. by N. In the course of the afternoon our coal-ship, which I had ordered to rendezvous here, hove in sight, and joined us at the anchorage a few minutes after we came to.

Wednesday, December 24th.—In the forenoon went out of the harbour, and examined the entrances and anchorage. The dangers are all visible, and it is only necessary to give a berth to the reefs that make off from the points. There is an inner reef making off to the westward from the northern island; but it, like the other, is visible, and there is no danger whatever in approaching it. The Arcas are three low keys, lying in a triangle; the northern key being the largest. We found a hut on this latter key, a boat hauled up on the island, a net inside the hut, a boiler or two for trying out oil, and other evidences of the inhabitancy of fishermen or turtlers; but this not being the season for these pursuits, everything had apparently been abandoned for some time. Numerous birds of the gull species were the only living things found in the island, and of these there were varieties of old birds and their fledglings, and some of the former

were still laying and sitting. They seemed to have no fear of our men, and suffered themselves to be caught by the hand, and knocked on the head with sticks. The vegetation found was on the larger island, and on that it consisted of a dense carpeting of sea-kale—not a shrub of any kind. In the transparent waters on the inner reef, a great variety of the living coral was found in all its beauty, imitating the growth of the forest on a small scale. At P.M. we got under way, and stood in and anchored under the south side of the larger island in nine fathoms, and moored ship with an open hawse to the north.

We entered by the S.E. passage between the south and the north islands. The barque followed us, coming in by the S.W. passage between the south and the west islands, and anchored a little to the S.E. of us. Our anchorage is open to the S.E., but at this season it does not blow from that

quarter, and probably would not bring in much sea if it did. We feel very comfortable to-night in snug berth.

Thursday, December 25th.—Christmas-day!—the second Christmas since we left our homes in the Sumter. Last year we were buffeting the storms of the North Atlantic, near the Azores; now we are snugly anchored in the Arcas: and how many eventful periods have passed in the interval! Our poor people have been terribly pressed in this wicked and ruthless war, and they have borne privations and sufferings which nothing but an intense patriotism could have sustained. They will live in history as a people worthy to be free; and future generations will be astonished at the folly and fanaticism, wickedness and want of principle, developed by this war among the Puritan population of the North. And in this class may nine-tenths of the native population of the Northern States

be placed, to such an extent has the "Plymouth Rock" leaven "leavened the whole lump." A people so devoid of Christian charity, and wanting in so many of the essentials of honesty, cannot but be abandoned to their own folly by a just and benevolent God.

Our crew is keeping Christmas by a run on shore, which they all seem to enjoy exceedingly. It is, indeed, very grateful to the senses to ramble about over even so confined a space as the Arcas, after tossing about at sea in a continued state of excitement for months. Yesterday was the first time I touched the shore since I left Liverpool on the 18th August last, and I was only one week in Liverpool after a voyage of three weeks from the Bahamas; so that I have in fact been but one week on shore in five months. My thoughts naturally turn on this quiet Christmas-day, in this lonely island, to my dear family. I can

only hope, and trust them to the protection of a merciful Providence. The only sign of a holiday on board to-night is the usual "splicing of the main-brace"—*Anglicè*, giving Jack an extra allowance of grog.

Friday, December 26th.—* * * Weather fine, but the barometer has gone down the tenth of an inch to-day, and is now (7 P.M.) 29·96. I shall begin to look for a norther in about twenty-four hours. We commenced caulking our leaky decks to-day, and despatched the launch to assist in ballasting the barque. I strolled on the islands to-day, and amused myself searching for shells along the beach. There are some very pretty diminutive shells to be found, similar to those on the Florida coast; but none of a larger size than the common "conch," of which there are a few. We have made free with the turtle nets of the fishermen found in the huts, and have set them. As yet, we have only caught two or three small turtle. I landed on the south

island to-day, where they are getting off ballast. This islet is occupied exclusively by the black man-of-war bird; whilst the north islet seems to be divided between the white gannet (with the lower edges of its wings black) and the black warrior; the colonies being quite distinct. The birds are still laying and incubating.

Saturday, December 27th.—The barometer has risen again, and the weather still continues fine. Ballasting the barque, and overhauling and setting up our topmast and lower rigging, and caulking decks. Took a stroll in the north island towards sunset. It is dull recreation after the novelty has worn off, with the somewhat tough walking through the sand, and the smell and filth of the clouds of gannet.

Sunday, December 28th. — Weather cloudy, with the wind from the N.E. At 8.30 descried a schooner from aloft in the N.W., the first sail we have seen, and quite an unexpected sight at this season of the

year. After we had armed and manned the cutter, to board the sail when it should heave in sight from the deck, it was ascertained that the look-out had been deceived, and that the supposed sail was probably a cloud in the horizon, it having suddenly disappeared.

At 11 A.M. mustered the crew, and inspected the ship. A quiet Sabbath. Strolled on the island towards sunset, with the gannets for companions, the surf for music, and the heavy sand for a promenade. The weather cleared at nightfall, with the breeze fresh from the N.N.E. Some of the men are getting tired of their hard service; the chief boatswain's-mate having applied to return to England in the barque. Refused him permission, of course. Constant cruising, vigilance against being surprised by the enemy, salt provisions, and a deprivation of the pleasures of port, so dear to the heart of a seaman, are probably what most of them

did not expect. A tight rein and plenty of work will cure the evil.

Monday, December 29th.—Weather clear and fine. At daylight hauled the barque alongside, and commenced coaling. Another seaman got drunk to-day, and seized his bag to go on board the barque to return to England. Confined him in double irons. Many of my fellows no doubt thought they were shipping in a sort of privateer, where they would have a jolly good time and plenty of license. They have been wofully disappointed, for I have jerked them down with a strong hand, and now have a well-disciplined ship of war, punishment *invariably* follows immediately on the heels of the offence. It has taken me three or four months to accomplish this, but when it is considered that my little kingdom consisted of one hundred and ten of the most reckless from the groggeries of Liverpool, this is not much.

Tuesday, December 30th.—The weather still continues remarkably fine, with a moderate breeze from the E.S.E. We finished coaling to-day, and hauled the barque off in the afternoon. Getting ready generally for our dash at the enemy's coasts; or rather, at the enemy on our own coasts, of which he is in possession. A brig hove in sight to-day to the S. and E., approaching the islands on the starboard tack, until she became visible from the bridge, and then tacking—probably a Frenchman, making way from Vera Cruz to the eastward on the banks. Took my usual afternoon stroll on shore. About nightfall, the sky assumes a peculiarly lurid aspect, becoming dark overhead, whilst the western horizon is lighted up with the rays of the setting sun, although there is not a cloud visible. One witnessing such a scene elsewhere would fancy himself on the eve of a storm; I attribute it to the reflection from the green

waters of the bank. We have cleared away all the old eggs from the gannets' nests, and these prolific layers are now supplying us with fresh. Of fish we can catch none, except by trolling. We have no better success with our turtle nets.

Wednesday, December 31*st.*—The weather has been good all day, though we have had a heavy surf on all the reefs, indicating that there is a gale somewhere in our vicinity—probably a norther, along the Mexican coast to the west of us. The wind is at N.N.E. and moderate, and the barometer has been rising all day, though it has not been a tenth below 30.21; it is now (4 P.M.) 30.15, so we shall probably not feel the gale here.

Thursday, January 1*st*, 1863.—The first day of the new year. What will it bring forth? The Almighty for a wise purpose hides future events from the eyes of mortals, and all we can do is to perform well our

parts, and trust the rest to His guidance. Success, as a general rule, attends him who is vigilant and active. It is useful to look back on the first day of the new year and see how we have spent the past; what errors we have committed, and of what faults we have been guilty, that we may in the future avoid the one and reform the other.

Although the wind blew pretty fresh during the past night, we did not feel the gale in any force; and to-day it has moderated, and the weather become fine again. Still caulking and painting. The former seems to be an interminable job with our small gang of caulkers. In the afternoon a brig approached the island, near enough to be seen, hull up, from the deck. She was beating up the bank to the eastward; probably from Vera Cruz.

Friday, January 2nd.—The wind has been fresh all day from the eastward, bringing in some sea, and as we have been riding

across the tide, the ship has had some motion. Caulking and painting, tarring down and squaring ratlines, &c. Commenced condensing water to supply the barque for her return voyage to England. I must get to sea on Tuesday, though I fear we shall not have finished caulking; but Banks' expedition must be assembling off Galveston, and time is of importance to us if we would strike a blow at it before it is all landed. My men will rebel a little yet. I was obliged to-day to trice one of them up for a little insolent behaviour.

Saturday, January 3rd.—A gale opened after all from the S.E., which I had hoped to escape, so rare is it to have blows from this quarter at this season of the year. We have veered to forty-five fathoms on each chain, and are in six fathoms water astern (there being nine where the anchors are), and are tailing directly on the surf, with a few hundred feet only between us and it,

which of course makes me feel a little solicitude. We are open to the S.E. winds, though these blow over the bank from landwards. Still the water is deep and the land distant, and a considerable sea comes in. I have ordered the fires to be lighted under another boiler to guard against accidents. The Arcas are a dirty little anchorage for large ships, being but an open roadstead, affording good shelter only from the north. There is a very small basin between the two reefs, running off from the northern island, fit for very small vessels, where they could be made secure against northerly and southerly winds; but everywhere they would be exposed more or less to wind from the westward.

Sunday, January 4th.—Weather clear, with the wind fresh from the S.E., dying away in the afternoon. Having determined to get to sea this evening, we commenced getting our coal-bags on board from the

barque, omitting the usual Sunday muster. Busy with the seamen, as usual on such occasions, sending home their allotments, &c. The weather begins to portend a norther, so I have directed the engineer to hold on with his steam for the present.

Monday, January 5th.—It did not blow last night as I expected. This morning the wind has gone round again. I cannot wait longer for the norther,* so I must

* One of the officers of the Alabama enters in his journal that on this day, in anticipation of news being received of Lincoln's proclamation, a tombstone, consisting of a board about four feet in length and two in breadth, was sent on shore and placed in the most prominent position the largest island afforded. Inscribed on the tombstone, in black letters on a white ground, was the following :—"In memory of Abraham Lincoln, President of the late United States, who died of nigger on the brain, 1st January, 1863."—"No. 290." Upon a piece of paper, protected from the weather, was written in Spanish—"Will the finder kindly favour me by forwarding this tablet to the United States Consul, at the first point he touches at?" This affair originated with, and was executed by, the steerage officers.

get under way. At 11 A.M. got under way, and stood out from the anchorage under steam. Let the steam go down, hoisted the propeller, and put the ship under sail.

CHAPTER III.

Another mission—General Banks' expedition—To Galveston—Sunday the 11th of January—A small mistake—Preparing for action—The Hatteras—A fight in the dark—Sharp and decisive—Surrender—Rescue of the crew—Sunk!—Casualties—Out of the hornet's nest.

CONTRARY to her usual aspirations, the principal wish of the Alabama, as she started on this fresh cruise, was to reach her destination without having seen a single vessel. She was now in fact on a service of a kind altogether different from that which had yet occupied her. In his address to the crew, upon taking command off Terceira, Captain Semmes had promised that the first moment they were in a condition of training and discipline, to enable them to encounter the enemy, they should have an opportunity of

doing so. That time had come, and laying aside for a short period her more especial *rôle* of annihilating as rapidly as possible the enemy's commerce, the Alabama set steadily out in search of a fight.

The grand expedition of General Banks, which had been the subject of so much speculation in the United States, and of which their newspapers had long before duly informed the Confederate cruiser, seemed to offer the most favourable opportunity possible for such an enterprise. The expedition would, of course, be accompanied by one or more armed vessels, but the principal portion of it would be composed of troop-ships, crowded with the enemy's soldiers; and should the Alabama but prove victorious in the fight, these transports would be a prize of more practical importance than all the grain and all the oil ever carried in a merchantman's hold.

It was a daring adventure certainly. To

steer, with a solitary light-armed sloop, close upon a coast, blockaded from north to south, by hundreds of armed vessels, in deliberate quest of a squadron, not improbably four or five times stronger than herself, was an act of almost reckless hardihood, fully in keeping with the rest of the Alabama's career. The event indeed proved the full danger of the adventure; whilst, at the same time, nothing could have more clearly showed how utterly groundless were the dastardly imputations upon the courage and prowess of her crew, poured out daily from the foul-mouthed organs of the Northern press. There could be no question of the fighting qualities, or disposition, of the Confederate cruiser, after such a test as this.

For five days the Alabama kept steadily on her course for Galveston, where she expected to find the fleet of which she was in search. At length, on Sunday, the 11th

January—her "lucky day"—the moment so anxiously looked for came.

Our position at noon—writes Captain Semmes—put us just within thirty miles of Galveston, and I stood on, intending either just to sight the shipping at a great distance, without being seen myself, or else to anchor just out of sight until the moon should rise the following night, which would be about half-past eleven, and then run in, and attack, as I hoped, "Bank's expedition." Owing, however, to a little carelessness in the look-out at "masthead," we were permitted to approach the ships anchored off the bar in such plain sight, before they were announced, that we were discovered, although we tacked immediately and stood off, in the hopes of eluding the vigilance of the enemy.

There were three ships found lying off the bar—one heavily-sparred ship, which

our look-out took for a sail frigate, but which afterwards proved to be the Brooklyn steamer, our old friend that chased us in the Sumter, and two steamers supposed to be propellers. Very soon one of the steamers was seen to be getting up steam, and in about an hour and a half afterwards she was reported to be under weigh, standing out for us.

I lowered the propeller, and directed steam to be got in readiness, and awaited the approach of the stranger, who overhauled us very slowly, and seemed to reconnoitre us, as he came along, with great caution.

All this time we were standing on under topsails away from the bar, and the stranger was approaching us stern on. I gave my ship a little motion with the engine occasionally, both to draw the enemy—for I, of course, supposed him to be such—away from his consorts, so that in case of a conflict the latter might not hear our guns, and

to prolong the time until dark to enable me to take in my topsails, and close with him in so short a time that the movement should not be noticed by him until too late to escape, which I feared he might attempt, if he saw me turn upon him with the intention of pursuing him.

Accordingly, soon after dark—the enemy in the meantime having approached us so near as not to endanger our losing sight of him—I clewed up, and furled the topsails, beat to quarters, and doubled suddenly upon the stranger. He came in quite boldly, and when within hailing distance of us, hailed us, and inquired—

"What ship is that?"

"Her Majesty's ship Petrel. What ship's that?"

To this inquiry there was no reply, and although we repeated it several times there was no rejoinder.

During the colloquy, I endeavoured to

place myself in a raking position astern of him, which he as carefully avoided by keeping his broadside to me. From this manœuvre I knew him pretty certainly to be an enemy, and having approached to within about two hundred yards, I directed my First Lieutenant to repeat the question. "What ship's that?" was accordingly again shouted, and this time there was a reply.

We distinctly heard that he was an United States something or other, but the name we could not make out. I then directed the First Lieutenant to tell him that this was the Confederate States steamer Alabama, and to open fire on him immediately, which we did from our starboard battery. He returned our fire in a minute or two, and the action was thus commenced.

We continued to run side by side at a distance ranging from two to five hundred yards, both of us keeping up a rapid fire of both artillery and rifles, when, after the lapse

of thirteen minutes, the enemy fired two guns from his off, or starboard side, and showed a light above his deck in token of his being whipped.

At once we ceased firing, and approaching him still nearer, asked him if he surrendered and needed assistance. To both of these questions he replied in the affirmative, and we immediately despatched our quarter boats to him; these, with his own four boats, were busily employed in transporting the crew on board, which had only been accomplished when the ship went down.*

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* United States Consulate, Kingston,
Jamaica, Jan 21, 1863.

SIR,—It is my painful duty to inform the Department of the destruction of the United States steamer Hatteras, recently under my command, by the rebel steamer Alabama, on the night of the 11th inst., off the coast of Texas. The circumstances of the disaster are as follows :—

Upon the afternoon of the 11th inst., at 2.30 P.M., while at anchor in company with the fleet

The prize proved to be the United States gunboat, Hatteras, Lieut.-Commanding H. C. Blake, which officer came on board after

under Commodore Bell, off Galveston, Texas, I was ordered by signal from the United States flag ship Brooklyn to chase a sail to the southward and eastward. I got under weigh immediately, and steamed with all speed in the direction indicated. After some time the strange sail could be seen from the Hatteras, and was ascertained to be a steamer, which fact I communicated to the flag-ship by signal. I continued the chase and rapidly gained upon the suspicious vessel. Knowing the slow rate of speed of the Hatteras, I at once suspected that deception was being practised, and hence ordered the ship to be cleared for action, with everything in readiness for a determined attack and a vigorous defence.

When within about four miles of the vessel I observed that she had ceased to steam, and was lying broadside and awaiting us. It was nearly seven o'clock and quite dark; but notwithstanding the obscurity of the night, I felt assured, from the general character of the vessel and her manœuvres, that I should soon encounter the rebel steamer Alabama. Being able to work but four guns on the side of the Hatteras—two short 32-pounders, one 30-pounder rifled Parrot gun, and one 20-pounder rifled gun—I

his crew had been transported, and delivered up his sword. I said to him:—

"I am glad to see you on board the Alabama, and we will endeavour to make your time as comfortable as possible."

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concluded to close with her that my guns might be effective, if necessary.

I came within easy speaking range—about seventy-five yards—and upon asking "What steamer is that?" received the answer, "Her Britannic Majesty's ship Petrel." I replied that I would send a boat aboard, and immediately gave the order. In the meantime the vessels were changing positions, the stranger endeavouring to gain a desirable position for a raking fire. Almost simultaneously with the piping away of the boat the strange craft again replied, "We are the Confederate steamer Alabama," which was accompanied with a broadside. I at the same moment returned the fire. Being well aware of the many vulnerable points of the Hatteras, I hoped, by closing with the Alabama, to be able to board her, and thus rid the seas of the piratical craft. I steamed directly for the Alabama, but she was enabled by her great speed and the foulness of the bottom of the Hatteras, and consequently her diminished speed, to thwart my attempt when I had gained a distance of but thirty

The Hatteras had the following armament, viz.:—

32-pounders	of 27 cwt.	. . .	4
30. „	Rifled	. . . .	2
20 „	„	. . . .	1
12 „	Howitzer	. . .	1
	Total	. . . .	8

yards from her. At this range musket and pistol shots were exchanged. The firing continued with great vigour on both sides. At length a shell entered amidships in the hold, setting fire to it, and at the same instant—as I can hardly divide the time—a shell passed through the sick bay, exploding in an adjoining compartment, also producing fire. Another entered the cylinder, filling the engine-room and deck with steam, and depriving me of my power to manœuvre the vessel, or to work the pumps, upon which the reduction of the fire depended.

With the vessel on fire in two places, and beyond human power, a hopeless wreck upon the waters, with her walking beam shot away, and her engine rendered useless, I still maintained an active fire, with the double hope of disabling the Alabama and attracting the attention of the fleet off Galveston, which was only twenty-eight miles distant.

It was soon reported to me that the shells had entered the Hatteras at the water-line, tearing off

The armament of the Alabama was:—

32 pounders of 52 cwt. . . .	6
100 „ Rifled	1
24 „ „	1
8-inch shell gun	1
Total	9

entire sheets of iron, and that the water was rushing in, utterly defying every attempt to remedy the evil, and that she was rapidly sinking. Learning the melancholy truth, and observing that the Alabama was on my port bow, entirely beyond the range of my guns, doubtless preparing for a raking fire of the deck, I felt I had no right to sacrifice uselessly, and without any desirable result, the lives of all under my command.

To prevent the blowing up of the Hatteras from the fire, which was making much progress, I ordered the magazine to be flooded, and afterwards a lee gun was fired. The Alabama then asked if assistance was desired, to which an affirmative answer was given.

The Hatteras was then going down, and in order to save the lives of my officers and men, I caused the armament on the port side to be thrown overboard. Had I not done so, I am confident the vessel would have gone down with many brave hearts and valuable lives. After considerable delay, caused by the report that a steamer was seen coming from Galveston, the

A great disparity in weight of metal in our power; but we equalized this to a considerable extent by the fair fight which we showed the enemy in approaching him so

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Alabama sent us assistance, and I have the pleasure of informing the Department that every living being was conveyed safely from the Hatteras to the Alabama.

Two minutes after leaving the Hatteras, she went down, bow first, with her pennant at the mast-head, with all her muskets and stores of every description, the enemy not being able, owing to her rapid sinking, to obtain a single weapon.

The battery upon the Alabama brought into action against the Hatteras numbered nine guns, consisting of six long 32-pounders, one 100-pounder, one 68-pounder, and one 24-pounder rifled gun. The great superiority of the Alabama, with her powerful battery, and her machinery under the water-line, must be at once recognised by the Department, who are familiar with the construction of the Hatteras, and her total unfitness for a conflict with a regular built vessel of war.

The distance between the Hatteras and the Alabama during the action varied from twenty-five to one hundred yards. Nearly fifty shots were fired from

very close as to render his small guns almost as efficient as larger ones.

The tonnage of the Hatteras was eleven hundred tons; material, iron, with watertight compartments; age, eighteen months. Her crew numbered a hundred and eight men, and eighteen officers; our own numbering

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the Hatteras, and I presume a greater number from the Alabama.

I desire to refer to the efficient and active manner in which Acting-master Porter, executive officer, performed his duty. The conduct of the Assistant-surgeon, Edward S. Matthews, both during the action and afterwards, in attending to the wounded, demands my unqualified commendation. I would also bring to the favourable notice of the Department Acting-master's mate, McGrath, temporarily performing duty as gunner. Owing to the darkness of the night and the peculiar construction of the Hatteras, I am only able to refer to the conduct of those officers who came under my especial attention; but from the character of the contest, and the amount of damage done to the Alabama, I have personally no reason to believe that any officer failed in his duty.

To the men of the Hatteras I cannot give too much

a hundred and eleven men, and twenty-six officers.

The casualties on both sides were slight. On board the enemy two were missing (firemen), supposed to have been killed in the fire-room, and three wounded, one of them severely, and two slightly. On board ourselves, only two slightly wounded.

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praise. Their enthusiasm and bravery were of the highest order.

I enclose the report of Assistant-surgeon E. S. Matthews, by which you will observe that five men were wounded and two killed. The missing, it is hoped, reached the fleet at Galveston.

I shall communicate to the Department, in a separate report, the movements of myself and my command from the time of our transfer to the Alabama until the departure of the earliest mail from this place to the United States.

I am, very respectfully, your obedient servant,

H. C. BLAKE,

Lieutenant Commanding.

Hon. Gideon Welles,
Secretary of the Navy, Washington.

For a further account of this action from the journal of one of the junior officers, see Appendix.

After the action had been over an hour or more, and whilst I was steaming off on my course, it was reported to me that a boat of the enemy, containing an acting master and five men, which had been lowered before we opened fire upon him, to board "Her Majesty's steamer Petrel," had escaped. As the sea was smooth and the wind blowing gently towards the shore, distant only about nineteen miles, this boat probably reached the shore in safety in five or six hours. The night was clear and starlit, and it would have no difficulty in shaping its course. But for these circumstances, I should have turned back to look for it, hopeless as this task must have proved in the dark. The weather continued moderate all night, and the wind to blow on shore.

It was ascertained that Galveston had been retaken by us, and that the Brooklyn and four of the enemy's steam-sloops were off the port, awaiting a reinforcement of

three other ships from New Orleans to cannonade the place. So there was no "Banks' expedition," with its transports, heavily laden with troops, &c., to be attacked, and but for the bad look-out of our man at the masthead, we should have got instead into a hornet's nest.

CHAPTER IV.

Crowded with prisoners — Chasing a friend — At Jamaica—Enthusiastic reception—Rest on shore—Speech making—Up anchor!—A prize—Case of the Golden Rule—Reinstating the discipline—Capture of the Chastelain—San Domingo—The Palmetto—Men of the day in the United States.

THE Alabama's little fighting holiday was over, and she returned to her appointed task of annoying the enemy's commerce. Her course lay towards Jamaica, the captain being anxious to relieve himself as soon as possible of the nest of prisoners that crowded his decks, and were necessarily the occasion of considerable inconvenience to both men and officers. The latter especially were most uncomfortably crowded, the captain setting the example of self-sacrifice, by giving up his state-room

for the benefit of Lieutenant Blake, Commander of the sunken Hatteras.

It may be supposed that, under these circumstances, the Alabama was not very anxious to increase the number of her involuntary passengers. Still duty was duty, and when, on the day following the engagement, a sail was reported from aloft, chase was at once given, and expectation again on tiptoe at the thought of a prize. No prize, however, was to be taken that day. At about half-past two, the Alabama came within signal-distance of the chase, and was already busy exchanging the usual information, when the "stranger" barque was discovered to be no other than their old friend and faithful tender the Agrippina; and the Alabama continued her course, not a little amused at her own blunder in thus chasing her most particular friend.

Another week passed by with no event of interest, the Alabama working her way

towards Jamaica, through a succession of more or less heavy gales, which, in the crowded state of the ship, were anything but comfortable. On the 20th January, she sighted land a little before daybreak, passing Portland at about 3 P.M., and arriving off the lighthouse on Plum Point at half-past four. Here French colours were displayed in case of accident, and a gun fired for a pilot. At about half-past six, that important individual made his appearance, and in about three-quarters of an hour more the Alabama was safely at anchor in Port Royal harbour.

Wednesday, January 21*st.*—Found here several English men-of-war—the Jason, the Challenger, the Greyhound, &c., the Commanders of all of which called on us. I saw the Commodore (Dunlop) this morning, and requested of the Governor through him permission to land my prisoners, &c., which

was readily granted. Made arrangements for coaling and provisioning the ship, and for repairing damages; and in the afternoon ran up to Kingston, and thence proceeded to the mountains with Mr. Fyfe.

Thursday, January 22nd.—Had a delightful ride over a fine, natural McAdamized road, for about ten miles, and thence by horse and bridle-path through the most picturesque of mountainous regions, with its lovely valleys, abrupt precipices, streams of water, luxuriant foliage, &c., to Flamstead, the residence of the Rev. Mr. Fyfe, who soon returned from town and received me most hospitably.* Spent a delightful,

* As soon as our arrival became known, the most intense excitement prevailed. It is impossible to describe the hospitable welcome we received, every one placing their houses at our disposal. Up to 9 P.M. visitors were constantly received, all expressing a most hearty, encouraging sympathy for our cause, and speaking hopefully for our prospects. Still the same enthusiasm prevails: visitors of each sex and every class coming on board, officers and men going on shore, and receiving the most flattering attentions.

quiet day, riding to Flamstead, and walking in the afternoon along the winding mountain paths. Jamaica—that is, the south side—is a wilderness, and the town of Kingston a ruin. The negro population idle, thriftless, and greatly subject to diseases of an inflammatory kind. No morals—gross superstition, &c.

Friday, January 23rd.—Rode over to, and spent a day and night at, Blocksburgh, visiting *en route* the English-looking cottage of Captain Kent, now absent in England. Had some lady-visitors at Blocksburgh in the evening.

Saturday, January 24th.—Returned to town to-day by the way of Mr. Mais' fairy little cottage, kept in the nicest of order, and in a perfect picture of a country. Upon my arrival in town I found that my friends had *kindly* put a notice in the papers, informing the good people that I would be at the Exchange at noon, &c., &c. Was

obliged to go, and made a speech to the people, which was well received. Returned on board in the evening.

Sunday, January 25th.—Workmen still engaged trying to get the ship ready for sea to-night. Returned my visits to the English Captains, all of whom I found very agreeable. Settling the ship's bills, and getting the drunken portion of my crew on board by aid of the police. Three of them in broad daylight jumped into a shore boat and tried to escape; but we pursued and captured them. Work all done, and fires lighted at 5 P.M., and at half-past eight we steamed out of the harbour.

Monday, January 26th.—At 10.30 A.M. descried a sail, which we came up with at 1.20 P.M. She proved to be the Golden Rule, from New York for Aspinwall. Captured and burned her, there being no certificate on board of the neutrality of the cargo. This vessel had on board masts,

spars, and a complete set of rigging, for the United States brig Bainbridge, lately obliged to cut away her masts in a gale at Aspinwall. Nine prisoners. At about 6 P.M., the prize being well on fire, steamed on our course.

CASE OF THE GOLDEN RULE.

No certificate of the neutral ownership of any portion of the cargo. The only bills of lading found on board are the following:—

Marcial and Co. to Gregorio Miro and Co., 2069·28 dollars; insured against war risk.

Keeler and Vonhiss to John Wilson, 724·20 dollars. Consigned to *order*, and for account and risk of "whom it may concern."

Woolsey, consigned to *order*. Amount not stated, and no letter of advice.

Berner to Field. Amount not stated, and no letter of advice.

Herques and Maseras to Juan Melendez. 41·58 dollars.

F. Heuriäs to Gillas. Amount not stated, and no letter.

The Golden Rule furnished a supply of papers containing an abundance of welcome news. From them the Alabama learned of the safe escape of her sister cruiser, the Florida, from Mobile, as well as of the foundering of the United States gunboat Monitor in a gale, during her passage down the coast. The good news was also received of the entire failure of an attack on Vicksburg.

The time was now pretty much taken up in reinstating the discipline which had been somewhat shaken by the brief stay at Port Royal, and in awarding due punishment for the various offences there committed. On the whole, however, considering the hard service the men had undergone, and

the length of the confinement they had sustained without a single "spell" on shore, the offences could not be considered very numerous. A few of the petty officers were disrated, and various minor penalties inflicted, and on the 31st January the court-martial which had been employed on this unpleasant but necessary service, terminated its sittings and was dissolved.

Meanwhile another prize had fallen into the Alabama's hands, in the shape of the United States brig Chastelain, of Boston from Martinique and Guadaloupe for Cienfuegos; and the following day, after duly committing her prize to the flames, the Alabama arrived at San Domingo, dropping anchor off the town at 6 P.M.

In the harbour were two other vessels: one a New York brig, under English colours. The anchor had not been long down when a visit was received from the Captain of the Port, who proved to be an old acquaint-

ance of Captain Semmes, he having piloted the brig Porpoise about the island at the time when the latter officer was First Lieutenant of that vessel. He seemed much pleased to renew the acquaintance, and volunteered to take on shore to the Governor, Captain Semmes' request for permission to land his prisoners.

Soon he returned, bringing with him a commander of the Spanish navy with the required permission. The prisoners were accordingly sent on shore, from whence they shortly returned, somewhat crestfallen, with the intelligence that no one was allowed to land after dark. The Captain, however, being anxious to depart, application was made to the authorities, who courteously permitted the prisoners to be sent for the night to the government vessel, undertaking to send them on shore in the morning.

This matter settled, the Alabama again stood out, having thus displayed for the first

time in San Domingo the flag of the young republic.

The only excitement of the next few days was an alarm of fire, which on the 2nd of February occasioned for a short time very considerable anxiety. It came from the carelessness of the captain of the hold, who, in direct violation of the written rules of the ship, took a naked light into the spirit-room to pump off liquor by. The moment he commenced operations the fumes of the spirit took fire, placing the ship for a few minutes in imminent peril. The danger, however, was brief, for the captain happened to be on deck at the time, and at once gave the order to beat to quarters; before it could be obeyed the fire was extinguished, and the ship's company *quitte pour la peur*. Not so, however, the delinquent captain of the hold, who was at once sent to expiate his fault in the durance vile of a suit of double irons.

The 3rd February brought a small prize in the United States schooner Palmetto, from New York for St. John's, Porto Rico, with a mixed cargo of provisions. She, too, laid claim to immunity on the ground of neutrality of cargo; but inquiry soon led to condemnation, and after taking from her a large quantity of biscuit, cheese, &c., the crew were removed on board the Alabama, and the schooner burned.

CASE OF THE PALMETTO.

The schooner was U.S., per register and flag. The cargo was shipped by Herques and Maseras, of New York, to Vincente Brothers, in San Juan, Porto Rico. There was no affidavit or certificate of neutral property on board, and the cargo would have been condemnable on this ground alone. It being in an enemy's ship, it is presumed to be enemy's property until the contrary be shown by proper evidence under oath.

The Master, upon examination, testified that he had no knowledge of the ownership of the cargo; and this, though he was the agent and charterer of the ship, as well as Master. The correspondence found on board—that is to say, a letter from the shippers to the consignee—states that the cargo is shipped, two thirds on account of the consignee, and one third on account of the shippers—the parties being the joint owners of the *undivided* cargo in these proportions. Therefore, whatever may be the general business-relations of the parties, they are, *quoad* this shipment, partners; and the house in the enemy's country having shipped the goods, the other partner's share is condemnable, notwithstanding his residence in a neutral country. See 3rd Phillimore, 605; and the Vigilantia, 1 Rob., pp. 1-14, 19; the Susa, ib. p. 255.

Several days now passed without adven-

ture of any kind, the monotony of alternate gales and calms being only varied by the receipt of a few old newspapers from the schooner Hero, of Yarmouth, N. S., giving news of the angry "resolutions" passed by the New York Chamber of Commerce with reference to the Alabama; and also—which was of considerably more importance—the information that the Vanderbilt and Sacramento were both to sail towards the end of January, in pursuit of the Confederate cruiser.

Sunday, the 15th February, dawned dark and gloomy, the wind blowing nearly a whole gale from the north, and the Alabama dashing along, with the wind well abeam, under reefed topsails.

This boisterous Sabbath, writes Captain Semmes, is the second anniversary of my resignation from the United States navy, and of course it has called up many reminiscences. I have more and more

reason, as time rolls on, to be gratified at my prompt determination to quit the service of a corrupt and fanatical majority, which even then had overridden the constitution, and shown itself in so aggressive and unscrupulous a form as to give us just cause of alarm.

But what shall we say of its course since? If the historian perform his duty faithfully, posterity will be amazed at the wickedness and corruption of the Northern and Western peoples, and will wonder by what process such a depth of infamy was reached in so short a time.

The secret lies here. The politicians had become political stock-jobbers, and the seekers of wealth had become usurers and swindlers; and into these two classes may be divided nearly the whole Yankee population. Such is "Plymouth Rock" in our day, with its Beechers in the pulpit, and

its Lincoln in the chair of Washington! With its Sumners and its Lovejoys in Congress, and its Simmonses *et id genus omne* in the contract market!

CHAPTER V.

Not easily baffled—Two prizes—The Olive Jane—The Golden Eagle—The white ensign saluted—In trepidation—Obstinacy—The Washington—The William Edward—Patience rewarded—Case of the John S. Parks.

More than a week passed without the occurrence of any event worthy of record. Saturday, the 21st February, however, brought an exciting chase. By 8 A.M. four vessels had been reported in sight. The first seen proved too far ahead and to windward, to be worth chasing, and sail was then made in the direction of two others, which were observed to be exchanging signals with considerable diligence. Their conversation ended, they parted company and sailed off in different directions, evidently with the

object of distracting the attention of the Alabama which was now in full chase.

But the Alabama was not so easily to be baffled. Devoting her attention first to the vessel which appeared by her slower rate of sailing to offer the promise of an easier capture, she got up steam as she went along, and the black smoke was already poured from her funnel and the propeller beginning to revolve as she came within hail of the chase. A blank cartridge was fired as usual; but the stranger kept doggedly upon his way, evidently determined, if he could not escape himself, at all events to do his best to increase the chances of his consort.

Even this chivalrous determination, however, was of no avail. A second gun from the pursuer quickly followed upon the first, and this time the command was pointed by the emphatic accompaniment of a round shot which went whizzing through the rigging of the chase. Finding his enemy in

earnest, the ship now gave up the game, and hove to with the United States colours at her peak. Putting a prize crew on board, the Alabama wore round, and started at full speed in the direction of the second vessel, which was making the best of her way off, and was by this time some fifteen miles distant. The Alabama was now, however, under a full head of steam, flying through the water at the rate of three to one of the chase, and by the end of a couple of hours, she also was brought to, with the Stars and Stripes flying, and her maintop-sail to the mast.

A rapid investigation of papers resulted in the decision that the claim of neutral ownership of the cargo was totally unsustained by evidence, and the crew of the Olive Jane* were transferred to the Alabama, and the barque set on fire, whilst her captor

* Of Boston, from Bordeaux to New York, with a partial cargo of French wines and "knickknackeries."

again came round and ran down to meet his other prize. On communicating with the prize-master in charge she proved to be the United States ship Golden Eagle, from Howland's Island in the Pacific Ocean to Cork for orders.

The following particulars relating to these two vessels, are given in Captain Semmes' journal:—

CASE OF THE OLIVE JANE.

Under United States colours and register —from Bordeaux for New York—cargo consigned generally to houses in New York, with the exception of five of the shipments which are consigned to *order*; but there is no claim among the papers of French property, even in these latter shipments, and *non constat* but that the property is American, and that the consignment on the face of the papers was made in this manner to give a semblance of French ownership, until

the property should reach its destination, when the real owner would claim it under a duly-indorsed bill of lading, forwarded to him by steamer. At all events, the presumption of law is, that all property found on board an enemy is enemy's property, until the contrary be shown by proper evidence; and no evidence has been presented in this case at all. The master, though quarter owner of the barque, and who, consequently, should be well informed as to her cargo, &c., knows nothing, except that one of the shippers — a Frenchman — told him that forty casks of wine, worth, perhaps, twenty dollars per cask, belonged to him. Vessel and cargo condemned.

CASE OF THE GOLDEN EAGLE.

Ship under United States colours and register. From San Francisco, *viâ* Howland's Island, for Cork, laden with guano by the American Guano Company. Cargo

consigned to "orders." There is no question, therefore, of property. Ship and cargo condemned.

On the morning of the 23rd February four vessels were in sight; but on overhauling them they one and all proved to be under the protection of neutral flags. One of them, however—a Frenchman from Buenos Ayres to Havre—relieved the Alabama of two French prisoners, an artist and his son, captured on board one of the late prizes. One of the other vessels—the Prince of Wales, from Melbourne to England—dipped her ensign to the Yankee colours displayed from the Alabama, on which the latter, unwilling to appropriate a compliment intended for another, lowered the Stars and Stripes and hoisted her own ensign. Hardly had the change been effected when a bustle was observed on board the English vessel, and passengers and crew crowded

on deck to have a look at the renowned Confederate. The formal compliment accorded to the flag first displayed was renewed with hearty good-will, and this time accompanied by the most enthusiastic demonstrations from all on board, the men cheering and the ladies waving their handkerchiefs in honour of the gallant little cruiser of which they had heard so much.

The next day, the Alabama being in the vicinity of the crossing of the 30th parallel by the San Roque and India-bound United States ships, sail was shortened, and a bright look-out kept, but, until nearly sunset nothing was seen; and when, at length, "Sail, ho!" was cried, and the Confederate cruiser on nearing the stranger showed the Yankee colours, it was replied to by the tricolour of France. Again, at 9·30 P.M., when another vessel was descried, there was still no prize, although it required two cartridges, a chase of three-quarters of an hour, and vociferous

demands in both English and French to compel the vessel to heave to. When, at last, the Master obeyed the command, it was discovered that the brig was a Portuguese, bound from Pernambuco to Lisbon. The officer despatched to overhaul the chase found, on stepping on board, everything in the wildest confusion, and everybody so alarmed, that neither skipper, mates, nor seamen seemed to know what they were about. So great, indeed, was their trepidation, that upon an explanation being asked of their strange conduct, the excuse given was that they were too frightened to heave to!

'The 25th February was a blank, only two sail being seen; the one a Dutchman, the other English. The master of the latter coolly asked the Alabama to take to England a discharged British seaman, and on the following morning another master of an English ship made a similar request—both

being met with a refusal. On the 26th, no less than thirteen sail were sighted by the Alabama, but not one of them displayed the Yankee flag. The only excitement of the day was an obstinate Hamburgh barque, which refused to show colours until the Confederate cruiser was nearly upon her, and even then a blank cartridge was required to bring her to.

After the large number of neutrals that the Alabama had overhauled, came a prize. On the morning of the 27th February the United States ship Washington was captured. The vessel was the property of the enemy, but as she carried a cargo of guano from the Chincha Islands, on account of the Peruvian government, consigned to their agents at Antwerp, the Washington was released on giving a ransom bond for 50,000 dollars. The prisoners on board the Alabama having been transferred to the capture, the two vessels parted company; the

United States ship going on its course, rejoicing that the neutral cargo she carried had saved her from a fiery end. Two days after another prize was taken. On the 1st March the Bethia Thayer, of Rockland, Maine, was overhauled, and like the Washington, having on board guano the property of the Peruvian government, was released on a bond for 50,000 dollars.

Shortly after, a suspicious barque, with the English flag at the peak, hove in sight. Immediately the Alabama set every stitch of canvas, the stranger did the same, and away the two dashed before the fresh south-wester that was blowing. The chase was most exciting, and lasted seven hours; but gradually the Alabama overhauled the suspicious craft, and at 4.30 P.M. was enabled to signal it. The Confederate hoisted the United States flag, and announced herself by an assumed name. The barque replied that she was the William

Edward, from Bahia, for Liverpool. After some further communication, which convinced the Alabama that the barque was English, the cruiser announced her real name, and permitted the William Edward to proceed on her course. At nightfall another ship was chased, which, upon being brought to, also proved to be English, the Nile, bound from Akyab to London. The master of this vessel informed the boarding-officer that a United States man-of-war, supposed to be the Ino, was in the South Atlantic, in eager search of the Alabama!

At daybreak on the 2nd March, a sail was made out through the hazy atmosphere, slowly steering towards the cruiser. Patiently the Confederate waited, as the light wind from the south bore the stranger towards them; their patience, too, was rewarded, for at 6 A.M. a boarding-officer stepped on board the ship John S. Parks, of Hallowall, Maine. The skipper, his wife,

and crew, were transferred to the cruiser, together with sundry stores and provisions; and then, after Captain Semmes had carefully examined the papers of the capture, the prize was set fire to, making number thirty-five on the list of the Alabama's successes. With respect to the cargo of the Parks, there was a plea of neutrality set up, to which, as the following extracts will show, Captain Semmes gave the fullest consideration:—

CASE OF THE SHIP JOHN S. PARKS.

Ship under U.S. colours and register. Cargo, white pine lumber, laden on board at the port of New York. The cargo was shipped by Edward F. Davidson, who appears, from the statement of the master, to be a large lumber dealer, and is consigned to Messrs. Zimmerman, Faris, and Co., at Monte Video, or Buenos Ayres. Annexed to the bill of lading is what purports to be

an affidavit sworn to before "Pierrepont Edwards," who signs himself as "vice-consul." Above his name are the words, "by the consul," from which it appears he professes to act for the consul, and not for himself as "vice-consul."* The affiant is Joseph H. Snyder, who describes himself as of "128, Pearl Street, New York." He states that the cargo was shipped by Edward F. Davidson, "for and on account of John Fair and Co., of London, &c." First, as to

* Extract from a letter, captured on the barque Amazonian, from Mr. Edward F. Davidson to Messrs. Zimmerman, Faris, and Co., of Monte Video :—

"You will learn from London of the loss of the ship John S. Parks, and collection there of insurance on her cargo: the freight is insured here, at the Great Western Company. They have thirty days, after receipt of the captain's protest, to pay the loss in. Captain Cooper has arrived in Portland, and gone to his home at Hallowall; and the Company require a copy of the protest made in London, certified by the Consul, which I have sent for. In the meantime, I have requested the captain to come to this, and trust not to have to wait receipt of the document from London."

the *form* of this affidavit. A vice-consul is one who acts in place of a consul when the latter is absent from his post; and when this is the case, he signs himself as vice-consul, and his acts take effect *proprio vigore*, and not as the acts of the consul—which this act purports to do. Further, the Master was unable to verify this document, which, to give it validity, he should have been able to do—he declaring that he could not say whether it was a forgery or not. "Although, as has been said, the ship's papers found on board are proper evidence, yet they are so only when properly verified; for papers by themselves prove nothing, and are a mere dead letter if they are not supported by the oaths of persons in a situation to give them validity." 3rd Phillimore, 394. Further, "Valin sur l'Ordonnance" says, "Il y a plus, et parceque les pièces en forme trouveés abord, peuvent encore avoir été concertées en fraude, il a

été ordonné par arrêt de conseil du 26 Octobre, 1692, que les dépositions contraires des gens de l'équipage pris, prévaudroient à ces pièces." The latter authority is express to the point, that papers found on board a ship are not to be credited, if contradicted by the oath of any of the crew, and I take it that an inability to verify amounts to the same thing. For if this had been a *bonâ fide* transaction, it was the duty of the party interested to take the master before the consul to witness the taking of the deposition, so that he might verify "the paper," if captured. But why should Mr. Snyder be the party to make this affidavit? He was not the shipper, but Davidson, a lumber dealer; and Davidson, who, if he sold the lumber at all, must have known to whom he sold it, was the proper person to testify to the fact. Further: the master says that Snyder bought the lumber from Davidson, as he was informed by his (the master's)

brother, who was the owner of the ship. If so, then Snyder being the owner of the lumber (whether on his own or foreign account, it matters not) was the real shipper, and not Davidson, and the proper person to consign it to the consignees, either in his own name, or in the name of his principal, if he were an agent. But the bill of lading, and Davidson's letter to the consignees, show that Davidson was both the shipper and the consignor. The ship was also chartered by Davidson, and 13,000,000 dollars freight-money paid in advance, for which Davidson required the owner of the ship to secure him by a policy of insurance against both marine and *war* risk—the policy made payable to him (Davidson) in case of loss. Two questions arise upon that policy: 1st—why, if the property were *bonâ fide* neutral (the cargo itself was also insured in London) the war clause should be inserted? and, 2nd—why Davidson should

make the policy payable to himself? If he advanced this freight money on the credit of the London house, he had no insurable interest in it; and if the lumber really belonged to the London house, and was going to their partners or agents at the port of delivery, why should Davidson pay the freight in advance at all? And if Snyder purchased the lumber of Davidson, why should Snyder not have made the advance for his principal instead of Davidson? The conclusion would seem to be, that Davidson was shipping this lumber on his own account to agents, in whose hands he had no funds or credit, and as the lumber might not be sold readily, the ship could not be paid her freight unless it were paid in advance? Further: the ship had a contingent destination. She was either to go to Monte Video or Buenos Ayres, as the consignees might find most advantageous. This looks very much like hunting for a market. But further still.

Although Davidson prepared a formal letter of consignment to Zimmerman, Faris, and Co., to accompany the consular certificate, he at the same time writes another letter, in which he says, "The cargo of John S. Parks I shall have certified to by the British Consul as the property of British subjects. You will find it a very good cargo, and should command the highest prices." How is Davidson interested in the price which this cargo will bring, if it belongs, as pretended, to the house in London? And if Davidson sold to Snyder, and Snyder was the agent of the house in London, Davidson should have still less concern with it. In that same letter in which a general account of recent lumber shipments is given, the following remarks occur:—"Messrs. Harbeck and Co. have a new barque, Anne Sherwood, in Portland, for which they have picked up in small lots a cargo of lumber costing 20,000 dollars. I have tried to make an arrange-

ment for it to go to you (on account of John Fair and Co., of London?); but they as yet only propose to do so, you taking half-interest at twenty-five dollars, and freight at eighteen dollars, payable at yours (port?), which is too much. If I can arrange it on any fair terms, I will do so for the sake of keeping up your correspondence with H. and Co."

This letter would seem to show that Zimmerman, Faris, and Co. are favourite consignees with Davidson, and that he not only consigns his own lumber to them (for it must be remembered that he is a lumber dealer) but endeavours to befriend them by getting them other consignments. It may be that Davidson in New York, John Fair and Co., in London, and Zimmerman, Faris, and Co., in Buenos Ayres, are all connected in this lumber business, and that the trade is attempted to be covered under the name of the London house; or it may

be that Davidson is the sole owner, or a joint owner with Zimmerman, Faris, and Co. In either case the property is condemnable, being shipped by the house of trade in the enemy's country. Ship and cargo condemned.

CHAPTER VI.

Discomforts of life at sea—A stern chase—Seized—The Punjaub ransomed—Rain-squalls—A luxury—The Morning Star—Neutral cargo—The Fairhaven—The Ino on the look-out—The Charles Hill—The Nora—Fire-water—Commercial morality—The Louisa Hatch—Black diamonds—Coaling at sea under difficulties—Fernando de Noronha.

Captain Cooper, of the John Parks, and his wife and two nephews, were fortunate in not being condemned to a long period of captivity. The burning remains of his unlucky vessel were still within sight, when an English barque ranged up alongside of the Alabama, and an arrangement was soon effected with her captain to convey the whole party to England.

A long interval now, with nothing but the Englishman's excitement—the weather—to break the weary monotony of an

eventless voyage. So far, however, as gales of wind could offer a distraction, the Alabama had little of which to complain, and the vessel rolled and tumbled about in the heavy seas in a manner which sorely tried the endurance of, at all events, her unfortunate captain.

The gale still continues, writes Captain Semmes, on the 11th March. Wind E.N.E. For four days now we have been rolling and tumbling about, with the wind roaring day and night through the rigging, and rest more or less disturbed by the motion of the ship. Sea-life is becoming more and more distasteful to me. The fact is, I am reaching an age when men long for quiet and repose. During the war my services belong to my country, and ease must not be thought of; but I trust that the end is not afar off. The enemy, from many signs, is on the point of final discomfiture. Nay, a just Providence will doubt-

less punish the wicked fanatics who have waged this cruel and unjust war upon us, in a way to warn and astonish the nations upon earth. Infidelity and wickedness in every shape let loose upon themselves, must end in total destruction. The Yankee States have yet to go through an ordeal they little dreamed of in the beginning of their unholy crusade against the Southern people.

On the 12th the vessel was within fourteen degrees of the equator, but so cool did the weather still continue that all hands were still wearing woollen clothing, and sleeping under a couple of blankets. The sky continued grey and overcast, with an occasional slight sprinkle of rain, and a stiff breeze. The barometer falling steadily until on the 14th March it had reached as low as 29·96, about the usual standard of the trade winds.

That night brought however a slight re-

Sailmaker, H. Alcott.

Masters Mate, G. Townley Fullam.

Mr. E. M. Mc. Entosh Mate

Midshipman, E. A. Mifflin.

Masters Mate, Jas Evans

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lief from the long dulness. It was just midnight when the startling cry of "Sail, ho! close aboard!" was heard from the lookout; and in less than five minutes the Alabama was within hailing distance of a large ship standing close on a wind towards the northward and westward.

"Ship ahoy!—what ship's that?" rang hoarsely through the speaking-trumpet from the deck of the Alabama. But no answer came, and the hail was repeated. Still no answer, the strange sail keeping steadily on her course, regardless of everything, her huge hull towering up high and dark as she passed almost within harpooning distance of the Alabama, and shot away again into the darkness, like a phantom that on being spoken to, had vanished away.

But the Alabama could have brought-to the Flying Dutchman himself, if he had attempted to pass by without answering a

hail. "Hands, wear ship!" was the order before the sound of the second summons had well died away. Up went the helm, round came the Alabama's head in the direction in which the stranger had disappeared; and with the reefs shaken out of her topsails, away she went in chase like a greyhound after a hare.

By the time sail was made, and headway got on the ship, the chase was some three miles in advance, and gliding swiftly along with a strong breeze. But though a stern chase is proverbially a long chase, the splendid sailing qualities of the Alabama soon made themselves felt, and within three hours after her helm was put up, she was within a few hundred yards of the stranger, who now hove to at the first summons from the cruiser's bow-guns.

She proved to be the United States ship Punjaub, of Boston, from Calcutta for London, and having an English cargo on board, as appeared from sworn affidavits

among the papers, from the nature of the voyage—from one British port to another—and from the cargo of jute and linseed, she was released on a ransom bond for 55,000 dollars, the remaining prisoners from the John Parks being transferred to her for passage home.

The 21st March brought a change of weather, with heavy squalls of rain. The variety was greatly enjoyed by all on board, Captain Semmes recording in his journal his own pleasure at once more hearing the roll of the thunder, for the first time for many months, and the delight with which both officers and men paddled about on the deck with their bare feet, enjoying, "like young ducks," the first heavy rain they had experienced for a considerable time.

On the morning of Monday, March 23rd, a sail hove in sight, which, being overhauled about noon, was found to be the United States ship Morning Star, from

Calcutta to London. This ship also had a neutral cargo, duly vouched as such by the proper legal certificates; so she, too, was released on ransom bond. A second prize, however, which fell into the Alabama's hands the same day, was less fortunate. This was the United States schooner Kingfisher, of Fairhaven, Massachusetts, some months out on a whaling voyage. It was well for her that she but very recently discharged into another vessel her second cargo of oil, and could only, at present, boast of some twenty barrels, all of which were at once consigned to the flames, together with the unlucky vessel.

The Kingfisher brought a piece of intelligence which afforded immense satisfaction to all on board, being of no less a fact than the presence of the United States sloop of war, Ino, at Ascension, where the Kingfisher had left her but a fortnight before. This was the identical vessel that had

assisted in the piratical capture of Messrs. Myers and Tunstall, on neutral ground, scarcely fourteen months before; and all hands were rejoicing in the prospect of an early brush with her, when the outrage then perpetrated might be avenged. Anxious as all were for a fight on any terms, there was possibly not a vessel in the United States navy they would have more gladly encountered.

It was a curious circumstance connected with this schooner, that her master was, according to his account, one of the only three persons in his native place, Fairhaven, who, in the last fatal election of a President for the United States, had voted for the Southern candidate, Breckinridge.

Two more captures were made on the following day—one, the ship Charles Hill, of Boston, from Liverpool to Monte Video; the other, the ship Nora, also of Boston, from Liverpool for Calcutta. In both cases

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the usual claim was set up to a neutral ownership of cargo, and as usual on investigation proved to be altogether unsupported by anything like real evidence.

The following are the cases:—

CASE OF THE CHARLES HILL.

Ship under U.S. flag and register, laden with salt (value in Liverpool six shillings per ton), under charter party with H. E. Falk to proceed from Liverpool to Monte Video or Buenos Ayres. No claim of neutral property in the cargo. Ship and cargo condemned.

CASE OF THE NORA.

Ship under the U.S. flag; laden with salt, under charter party with W. N. de Mattos, of London, to proceed to Calcutta. In the bill of lading the cargo is consigned to "order;" and on the back of the bill is this endorsement:—"I hereby certify that the

salt shipped on board the Nora is the property of W. N. de Mattos, of London, and that the said W. N. de Mattos is a British subject, and was so at the time of shipment.

"(Signed) H. E. FALK,

"Agent for W. N. de Mattos."

At the bottom of the signature is "R. C. Gardner, Mayor," presumed to be intended for the signature of the Mayor of Liverpool. As this statement is not under oath, and as there is no seal attached to it, it does not even amount to an *ex parte* affidavit. Vessel and cargo condemned.

Some valuable supplies were extracted from these two ships, and the prisoners—one of them a female—having been transferred to the Alabama, the vessels were fired on the evening of the day after their capture. As was but too frequently the case in boarding prizes, access was by some means obtained to their strong liquor, and

that evening saw a good deal of drunkenness on board the Alabama. Unfortunately, the delinquents were but too often some of the best men in the ship. They could be trusted with anything in the world but rum or whisky; but against temptation of this kind they were not proof, and the duty of boarding offered only too easy an opportunity of indulging this true sailor's taste. However, if the prizes had their little bit of revenge in thus creating a temporary disorder among their captors, they in this case, at all events, more than made up for it, by contributing an accession of half-a-dozen seamen to the crew, which, notwithstanding the discharge of the men sent home in the ——, was now fast growing very strong.

The following extract from a letter found on board the Charles Hill may throw some light on the pretensions of that vessel at all events, to the protection of neutrality:—

Captain F. Percival.

DEAR SIR,—I have read your several letters from Philadelphia. As a rebel privateer has burned several American ships, it may be well if you can have your bills of lading endorsed as English property, and have your cargo certified to by the English Consul, &c.

After crossing the equator during the night of the 29th-30th March, the Alabama experienced a succession of calms and wet weather; at one time chasing a vessel in so thick a mist that, though not more than a mile or two ahead, she was more than once lost sight of for an hour at a time. She was still involved in this misty, uncomfortable weather, when, on the night of the 4th April, she again fell in with an United States ship, the Louisa Hatch, deeply laden with that, to the Alabama, most invaluable article—coal. An inves-

tigation of her papers gave the following result:—

CASE OF THE LOUISA HATCH.

Ship, under U.S. colours. Among the papers is a charter party, dated London, 1st January, 1863, executed between John Pirie and Co., and William Grant, the Master, by which the ship was chartered to take coal to Point de Galle, Ceylon, or Singapore, as ordered, &c. Without any assignment of this contract, as far as appears, the ship seems to have been loaded by entirely new parties, to wit, by one J. R. Smith, who describes himself as the agent of H. Worms, of Cardiff. By the bill of lading, the ship is to proceed to the Point de Galle, and there deliver the coal to the company of Messageries Impériales. On the back of the bill of lading is the following certificate:—"I certify that the within-mentioned cargo is French property, having

been shipped by order, for the account of the Messageries Impériales." This certificate is signed by Mr. Smith, but is not sworn to, nor is the order, nor any copy of the order to ship this cargo to an account of the Messageries Impériales, found among the papers. As the ship was not chartered by any agent of this company, and as the coal was not shipped by any such agent, Smith being the agent of Worms, and Worms not being described as the agent of the company, the presumption is that, if there was any such order at all in the case, it was a mere general understanding that the company would pay so much per ton for coal delivered for them at their depôts, the property remaining in the shippers until delivery. The presumption, in the absence of proof, is, that the cargo being on board an American ship is American; shipped on speculation to the far east, by the owner, or his agent, in Cardiff; and we

have seen that there is no legal evidence in the case; the unsworn certificate of Mr. Smith not even amounting to an *ex parte* affidavit. Ship and cargo condemned. Probable value of cargo in Cardiff, 2500 dollars. Cost of coal in Brazil, 15 to 17 dollars per ton.

The Alabama now stood away in the direction of Fernando de Noronha, with her prize in company, with the intention of there taking on board a fresh supply of coal. The run was not a little protracted by the light and baffling winds that still prevailed, and as though this was not enough, fortune must needs play her a trick, by sending her off on a chase of fourteen miles after a supposed Yankee whaler, which, when at last overhauled, turned out to be nothing but a poor little green-painted "Portiguee."

Rain—rain—rain, the sun sometimes

showing himself for an hour or two, just a few minutes too early, or a few minutes too late, for any purposes of observation, and then again retiring behind the dense masses of cloud that hid the whole horizon in one drenching down-pour. And all this while every mile of latitude of the last importance, as the Alabama groped her way slowly to the southward and eastward in search of the little island at which she was to take in her supplies, and which she might at any moment run past in the darkness altogether! Trying work, indeed, for the patience of men cooped up in their narrow floating prison, and longing to be at work again.

Too trying at last to be borne any longer without an effort at action; so a bold attempt was made at coaling while under way upon the open sea! Steam was got up, and the prize taken in tow, and then two boats were lowered, and set to work.

But the scheme, bold and ingenious as it was, was soon found to be impracticable. The boats managed to get loaded from the captured collier, but they had then to be warped up alongside the Alabama, and the lowest speed that could be given her was too great for them to be hauled up against it. So each time, as they were filled, it was necessary to stop the engine, and thus occasion another difficulty.

We now—says Captain Semmes—began to part our tow lines by these stoppages and startings, and it took a long time to get the line fast again; so after a sleepless night, during which, as I lay in my cot trying to sleep, it seemed as if a dozen stentors on deck were rivalling each other in making the night hideous, I sent word to get the boats run up again, and to continue our course to Fernando de Noronha without interruption.

At daylight we made the peak of the island a long way off, some thirty-eight or forty miles, and in the afternoon at 2.30 came to, with the peak bearing S.W. ½ S. and the N.E. end of the Rat Island N.E. by E. ½ E., depth of water thirteen and a half fathoms. Anchored the prize near us. But for our steam we should have been still drifting to the S.W., as the day has been nearly calm throughout. Fernando de Noronha in the wayside of the commerce of all the world, is sighted by more ships, and visited by fewer, than any other spot of earth. It is a broken, picturesque, volcanic rock, in mid ocean, covered with a pleasing coat of verdure, including trees of some size, and the top of the main island is cultivated in small farms, &c. Awfully hot when the sun shines, and indeed, when he does not shine. Just after dark hauled the prize alongside, and commenced coaling.

CHAPTER VII.

An official "in trouble"—On shore again—A breakfast party—On horseback—Blowing hard—Taken in the net—Easy captures—The Kate Cory—The Lafayette—A polite Governor—The Louisa Hatch burned, and Kate Cory burned—Landing prisoners—Tired of waiting—A scramble—Out of harbour again.

April 11*th.*—Light and variable airs; misty from the southward and eastward, and oppressive; ther. 85°. Last night the two vessels lay alongside of each other so roughly, and we received so much damage (our fore-channels being crushed in, and our topsail mainyard being carried away) that we were compelled to haul the prize off, and continue coaling by means of our boats.

The authorities on shore having hoisted no colours, we have not set ours to-day. We were visited this morning by a couple

of gentlemen from the shore, bearing a letter from the Governor in reply to an inquiry I had caused the Paymaster to address to him on the subject of supplies. Their interpreter very naively informed me that he was a German, who had been sentenced to banishment here from Rio, and that he had a year and a-half to serve. This was said while my servant was drawing the cork of a champagne bottle. The forger (for such was his offence) taking his glass of wine with the rest! The Governor informed me that I could procure supplies of beef, fresh pork, fowls, &c., and that he would be glad to exchange these articles with me for flour, wine, sugar, coffee, &c. I was glad to find that he raised no question of neutrality, though he had, no doubt, been informed by a boat's crew from the shore that got the information on board, of the ship in my company being a prize. He kindly invited me to visit the shore. During

the night (one o'clock) we had a surprise in the way of a strange steamer making her appearance, coming round the point of Rat Island. I had all hands called to quarters, and the battery made ready, fires extinguished, and chains got right for slipping. Although she came within a mile of us, with the intention, as we thought, of coming to anchor, she kept on her course to the southward and we piped down, the men much fagged from coaling, not having lost more than half an hour's rest by the operation.

Sunday, April 12th.—The exigencies of war compel me to work to-day in coaling ship. Weather clear and very hot during morning, clouding about noon and raining for several hours.

I visited the island this morning in company with the Surgeon, and called on the Governor. The surf was too heavy to land, but we found a bolsa moored at

some distance from the shore, and transferring ourselves to this we were very skilfully put through the surf by three or four naked fellows, two of them not having even a breech-cloth about their loins. Fine, well-made fellows they were too. We found horses in waiting, and rode about a mile to the village and residence of the Governor—a Major in the Brazilian army; passing an immense sand-drift, which we had not expected to find on this volcanic rock.

We found the Governor at breakfast, and he insisted on our seating ourselves, and making a second breakfast with him in company with his wife—a sprightly, bright mulatto—and a pretty girl, quite white, of about sixteen, and the *padre*. After breakfast we were introduced to a number of what appeared to be the gentry of the island, and who had assembled thus early to meet us. Having smoked and chatted

awhile, we remounted for a ride over the island.

We were not in the saddle more than twenty minutes when one of those showers so sudden in this climate overtook us, and gave us a complete drenching; we had other showers during the day, but were compensated by the sun hiding himself during the entire ride. We passed under the shadow of the gigantic peak, and soon reached the summit of the island, which spreads out into a most beautiful and productive plain of some two or three hundred acres. The soil is a ferruginous clay of the richest description, and covered with the choicest vegetation of wild grapes, Indian corn, the cotton plant, the castor bean, &c. &c. We stopped a few minutes to examine a manioc manufactory. Continuing our ride, we passed through a small but dense forest, to a cocoa-nut plantation on the south-west part of the island, where we found the water-

melon growing in its choice soil—sand. Here we took shelter again from another heavy rain, and got some fine grapes. Whilst waiting for the shower to pass, I had quite a talk with the Governor on various topics; among others, on the state of the mixed races in the Brazils, &c. &c. The island at the season at which we visited it was a gem of picturesque beauty—exceedingly broken and diversified with dells and rocks, and small streams, &c. &c. It was the middle of the rainy season. The little mountain paths as we returned became small brooks that hummed and purled in their rapid course. I took occasion to inform his Excellency that my tender was a prize, so that he might be under no apprehension. Number of convicts 1000. Whole number of population, 2000. The Governor expressed himself our very good friend, &c. &c. Got on board at 5 P.M.

Monday, April 13th.—Another rainy day.

Showers very heavy, but still we continue our coaling. Wind from northward and westward, and though light, there is considerable sea on. The bad weather continued all day, and the night having set in with threatening appearances, I caused everybody to be brought on board from the prize, to guard against the possibility of her being driven on shore, and endangering life. I had the steam got up, and the chain ready for slipping, and was fearful that I should be obliged to slip; but we held on during the night. Night very dark, with heavy rain, and much sea on.

Tuesday, April 14th.—Wind this morning from about W.S.W.; weather still louring. Our friends came off from the shore again this morning, bringing the fresh provisions ordered for the crew. Everything is very dear here. Meat forty cents per pound; but still my crew has been so long on salt diet that flesh is an anti-scorbutic

necessity for them. I have arranged to sell forty or more tons of coal for a Brazilian schooner there is in the harbour, and had a proposition for purchasing the prize, which I offered to sell as low as 20,000 dollars; but this sum seemed to alarm them, they saying there was not so much money in Fernando de Noronha. Continued our coaling.

Wednesday, April 15th.—Weather clear, and light wind from the eastward. Finished coaling ship this morning. At about 11 A.M. a couple of whale-boats from two vessels in the offing pulled into the harbour; went on board our prize, and thence to the shore. Although the two masters were told that we were the Iroquois, they seemed at once to have comprehended the true state of the case, and to make haste to put themselves out of harm's way. We were an hour and more getting up steam and weighing our anchor for the chase; and if in the mean-

time these whaling captains had pulled out to their ships, and run into shore so as to get within the league; they might have saved them. We gave chase, and came up with both of them on the south side of the island, about half-past 3 P.M., and captured them—both of them being without the league. One the hermaphrodite brig Kate Cory, of Westport, and the other the barque Lafayette, of New Bedford; the barque we burned, and the brig we brought into the anchorage, arriving after dark, about 7 P.M. We sounded in thirteen fathoms on a bank on the south side, on the southern extremity of which there is a breaker lying out from two and a half to three miles. There is also a reef off Tobacco Point running out half a mile. We saw no other dangers.

With reference to these captures, the following amusing account is extracted

from the private journal of the officer of the Alabama who was prize-master on board the Louisa Hatch:—

'At noon, on the 15th of April, two vessels were descried to the south, standing off and on, under reduced sail. At 12.30 two boats were observed pulling towards us, asking my ship's name, the port I hailed from, &c. I answered correctly. The person in charge of the other boat then inquired if the war-steamer was the Alabama. I replied, 'Certainly not, she was the Iroquois U.S. steamer.' 'Have you any news of the Alabama?' 'Yes, we had heard of her being in the West Indies, at Jamaica or Costa Rica, &c.' A conversation ensued, by which I learned that the boats belonged to the two vessels in the distance, that they were both whalers put in for supplies, and that seeing the steamer they were rather dubious as to her nationality, and had therefore spoke me, to gain the required

information. A brisk conversation was then kept up; my object in engaging them in it was to enable the Alabama to get under way ere the whalers took the alarm, feeling certain that the preparations were being made to go after them.

'I then invited the masters to come on board my ship, which they cheerfully consented to do, and were within a boat's length, when a cry of alarm broke from the steersman in the foremost boat. Shouting to his crew to 'Give way, men; give way for your lives!' he with a few well-directed, vigorous strokes, turned his boat's head round, and made for the shore, the other boat following, blank astonishment being depicted on the face of each member of the crews. To the frantic inquiries of the person in charge of the other boat as to the cause of his (the steersman's) extraordinary conduct, his only reply was, 'There!' pointing to a small Confederate

flag of about fifteen inches long and six inches broad, which I had inadvertently left flying at the gaff; the gaff being lowered down, the little flag having been used as a dog-vane, in order to tell the direction of the wind, &c. No sooner did the men perceive it than they redoubled their exertions to gain the shore; one of the masters calling out that they had spoken a ship a week ago, from whom they had obtained news of peace. No credence, however, could be, or was placed in this statement.

'Immediately after they left I despatched a boat to the Alabama informing them of the character of my visitors. At 9.15 the Alabama was observed to get under way, steaming out of the anchorage after the two vessels.

'The larger island being between the scene of the Alabama's operations and the Louisa Hatch, I was not, of course, an eye-

witness of the captures. But at 5.30 I observed a dense column of smoke, which, as it grew later, turned into a ruddy glare, leaving no doubt in our minds as to the fate of the whalers. At 7 P.M. observed the Alabama coming round the northern part of the island with a vessel in tow, both anchoring at 7.30. The next morning I learnt that the captures were the barque Lafayette, of New Bedford, and the brig Kate Cory, of Westport. The barque was burnt and the brig kept, it being our intention to send off all the prisoners we had on board, consisting of 140, including the women stewardesses, in her; but on communicating with the authorities, it was resolved to land them on the island, a Brazilian schooner engaging to convey them to Pernambuco. For this purpose provisions for twenty-one days were sent on shore, the prisoners, after being paroled, following.

'The remainder of the day was spent in transferring provisions, &c., for ship's use. The next evening the prizes, the Louisa Hatch and Kate Cory, slipped cables, and stood seaward. When about five miles from land both vessels were set fire to; Mr. Evans, the officer in charge of the brig, returning on board long before me, the strong westerly current rendering it extremely difficult to stem it.

'We remained painting and cleaning ship until the 22nd. At 9.30 A.M. we got under way, steering and cruising towards Bahia, at which place we arrived on the 11th of May, having captured and burnt four vessels between Fernando and Bahia.

'The news of our doings off the islands had preceded us, of course with additions and manipulations *ad lib.*, the schooner having left Noronha the day previous to our departure. The Governor of Pernam-

buco had sent three war vessels to the islands to enforce the neutrality of the place, which, according to Yankee representations, had been infringed. Not content with this, the American representatives had succeeded in procuring the recall of the Governor, whose only crime was that he had let us anchor off the place—a crime of which he was necessarily guiltless, because he had no power to prevent our anchoring if we insisted on it.

'Whilst at Bahia I was shown a letter from the master of one of the whaling barques to an agent, in which he wrote that he would spare no money or time to follow to the uttermost ends of the earth, and bring to justice, the man who had so cruelly deceived him. This sentence had reference to my denial of the Alabama and the substitution of the U.S. steamer Iroquois for that of C.S. steamer Alabama. The ingratitude of some people!!'

On the 16th April Captain Semmes resumes his diary as follows:—Weather clear; wind light from the southward and eastward. Our banner, last night a lurid flame, is a tall column of smoke advertising us for twenty-five or thirty miles round. My first intention was to ship all my prisoners, amounting to about one hundred and ten, in the prize brig, but the Governor having consented to my landing them, I am busy to-day getting them on shore, with their baggage and provisions, and receiving prisoners from the Louisa Hatch. Sun very warm. The Governor paid me a visit this morning, and requested that I would write him on the subject of the captures yesterday, stating the fact (with which he was satisfied, or at least, to which he made no objection) that they were captured beyond the league from the land, and requesting leave to land the prisoners, in order that our understanding

should assume an official shape, which I did.

Friday, April 17th.—The weather still continues very warm; wind light from the S.E., and cloudy. Busy receiving and stowing away provisions, replacing the coal consumed, and getting ready for sea generally. The landing of so many prisoners amid so small a population has created a very great stir, and the excitable Brazilians are discussing among themselves and with the Yankee captains the question of the American war with great vehemence. Several sail have been reported as usual. The afternoon set in rainy, and the rain continued all night. Towards nightfall sent the prizes, Louisa Hatch and Kate Cory, a league outside the island, and burned them. Received four recruits from the Louisa Hatch, and more volunteered, but I am full.

Saturday, April 18th.—Morning cloudy,

with wind light from the S.E. Loosed sails to-day. I am anxiously expecting the arrival of the Agrippina, my store ship, from England, which was ordered to rendezvous here—not so anxiously, however, as if my coal-bunkers were empty. But she has a couple of additional guns on board, that would make an important addition to my battery.

Sunday, April 19th.—Rain in the morning, with light airs. Our steam-tubes leak badly, and I am afraid the leaks will increase so as to give us trouble. Every time we get up steam, even a few pounds for condensing water, we find that large quantities of hot water flow into the hold; eight inches escaped in about twelve hours yesterday. Unfortunately, too, this tubing is laid so low in the bottom of the ship, as to be out of reach for examination or repairs without being taken up. The Governor sent me off a fine turkey and some fruit, and his

lady a bouquet of roses. The roses were very sweet, and made me home-sick for a while.

Monday, April 20th.—A dull, heavy, rainy day—the rain coming down at intervals in torrents, as it is wont to do in these regions. Still laying at our anchors, waiting for the Agrippina. She should be out thirty-five days, to-day, from Cardiff. In the afternoon the rain ceased, except an occasional light sprinkle, but the dull canopy of clouds did not break, and we had a strong breeze from the S.E. for four or five hours, indicating the approach of the trades to this latitude.

Tuesday, April 21st.—Morning clear, wind light from S.E. The Island after the rain is blooming in freshness and verdure, and as my eye roams over its green slopes I long for repose and the quiet of peace in my own land: I do not think it can be far off. Fresh "trade" in the afternoon. Towards

night the Brazilian steamer sailed with a load of our prisoners.

Wednesday, April 22nd.—Cloudy, with squalls for rain. At 9.30 got under way under steam, and stood to the eastward. Cut away four whale-boats that the islanders might have a scramble for them. They soon started in chase! Steamed due east, about forty-five miles, let the steam go down, and put the ship under sail. No sail seen.

CHAPTER VIII.

A curious prize—The Nye—The Dorcas Prince—An anniversary—The Union Jack and the Sea Lark—In the harbour of Bahia—Explanations—Unexpected meeting—The Georgia—A little holiday—Diplomacy—More neutrality—Home-sick.

A CURIOUS prize was the next that fell into the clutches of the all-devouring Alabama. A whaling barque, the Nye, of New Bedford, eleven months out, without having once put into port! Three whole months before the launching of the Alabama, had that patient little vessel been ploughing the seas, gathering, as it turned out, only additional fuel for her own funeral pyre. A weary voyage to have so sad a termination!

Among her crew, transferred as prisoners

to her captor, was a Lieutenant of Marines from the Quaker State, serving on board the whaler in the capacity of steward!

Next came the Dorcas Prince, of and from New York, for Shanghai. Cargo chiefly coal, probably intended for United States ships of war in the East Indies—a supposition that undoubtedly gave additional zest to the bonfire, which—no claim to neutrality being found among her papers—in due course followed on her capture.

Saturday, May 2nd.—An anniversary with me—writes Captain Semmes—my marriage-day. Alas! this is the third anniversary since I was separated from my family by this Yankee war! And the destruction of fifty of their ships has been but a small revenge for this great privation.

On that day two more were added to the long list, and the barque Union Jack, of Boston, and ship Sea Lark, of New York,

shared the fate of their fifty predecessors. The former of these two vessels added three women and two infants to the already far too numerous colony of the weaker sex, by which the Alabama was now encumbered.

There was no claim of neutral property among the papers of either of these ships, except in the case of one Allen Hay, who was the shipper of five cases of crackers, and ten barrels of butter, on board the Union Jack. In this case, a Thomas W. Lielie made oath before the British Consul at New York, that the said articles were shipped "for and on account of Her Britannic Majesty." This certificate was of no force or effect, for its *indefiniteness*, as decided in other cases. A claim of property must point out the owner or owners, and not aver that it belongs to the subjects of a nation generally. There must be some one designated who has a right to the possession of the property under the bill of

lading. The certificate was accordingly set aside, and the ship and cargo condemned.

Besides the women and children, the Union Jack furnished also another prisoner of a somewhat unusual character, in the person of the Rev. Franklin Wright, late editor of a religious paper, and newly-appointed consul at Foo Chow. The worthy clergyman's entry, however, upon his new duties was for the time indefinitely postponed by the confiscation of his appointment, along with the other public papers in his charge. So, for a time, Foo Chow had to exist without the advantages arising from the presence of a functionary from the United States.

Monday, May 11th.—Showed the United States colours to a Spanish brig. In the afternoon ran in and anchored in the harbour of Bahia. A Portuguese steamer, the only vessel of war found here. No Yankee

man-of-war had been here for some months. The health officer came on board, just at nightfall. The Agrippina not here, and I begin to fear that some disaster has befallen her.

Tuesday, May 12th.—This morning the President sent a messenger to me with a copy of the *Diario de Bahia* of the 8th May, in which appears a sort of proclamation or request, addressed to me by the President of Pernambuco, desiring that I should leave Fernando de Noronha in twenty-four hours after the receipt of the same. This paper seems to be based on certain false statements carried to Pernambuco by the Yankee prisoners whom I had sent to this place. It is alleged that I violated the neutrality of the island, &c. I replied to the President, that there was no truth in this statement; but that, on the contrary, I had paid respect to the neutrality of Brazil. In reply to my communication, the President

informed me that I should be admitted to the usual hospitalities of the port; but the bearer of his despatch took occasion to say that he hoped I would not stop more than three or four days, as the President was afraid of being compromised in some way. The master of an English barque came on board and informed me that he had coal and provisions for the Confederate steamer Japan, which was to meet him here on the 6th instant.

Wednesday, May 13th.—Early this morning a strange steamer was discovered at anchor about half a mile from us; and at 8 A.M., when we hoisted our colours, to our great surprise and delight, she too hoisted the Confederate flag. We then exchanged the established signals; and on sending a boat on board of her, we ascertained that she was the Georgia, Lieut. Commanding Maury. Chapman and Evans, two of my Sumter Lieutenants, were on board of her.

The Georgia sailed from England about the 2nd of April, and armed off Ushant. Our ship has been crowded with visitors ever since we came in.

Thursday, May 14th.—At 12.15 P.M. with a party of officers from the Georgia and my own ship, I took a steam-tug and proceeded up the harbour to the railroad depôt, at the invitation of the manager of the road, for an excursion into the country, which proved to be very pleasant. We passed along the whole port of Bahia, the lower town skirting the water, and the upper town the crests of a semicircular height, the intermediate space being filled with trees and shrubbery. The houses are mostly white, and many of them very picturesque. The terminus of the road is a beautiful and spacious iron building, situated in the middle of a great square; and the road itself is a very substantial job. We rode out twenty-four miles through a picturesque country,

the road bordered for most of the way by the bay and lagoons, with beautiful little valleys occasionally opening on either hand, with their patches of sugar-cane and cotton. On our return we sat down to a beautiful lunch, with champagne. Our hosts were attentive and agreeable, and we returned on board at dusk, after a very pleasant day. The English residents here have been very attentive to us. Our tug-man, who was a Thames waterman, dodged in and out among the launches and vessels in a way that only a Thames man can do. The French mail came in to-day, and brought us news that the Florida was at Pernambuco.

Friday, May 15th.—This morning a person in citizen's dress came on board and said that the President had requested him to ask me to show him my commission. I replied that I could have no objection to show my commission, but it must be to an

officer of my own rank, and that this officer must come on board in his uniform for the purpose; that I could not show my commission to any person who might come on board in citizen's dress, bringing me a mere verbal message, and without any credentials of his rank, &c. I remarked, however, that it would give me very great pleasure to call on the President myself and exhibit it. To this he readily assented; and having appointed an hour for the interview, I went on shore, accompanied by my *aide*, and had a long and agreeable chat with his Excellency, who was a man of about thirty-five years of age, tall and delicate-looking, with black eyes and hair.

We discussed various points relating to the subject of neutral and belligerent rights, &c.; and I took occasion to repeat the assurances I had previously given him in my letter, that I had paid due attention to the neutral rights of

Brazil during my visit to Fernando de Noronha, &c. I told him I only desired him to extend to me and to the Georgia the same hospitality as he would extend to a Federal cruiser; but that I might say to him as an individual, that we were entitled to the warm sympathies of Brazil, &c.

I arranged about coaling the Georgia and this ship by means of launches, as there were port objections to the ship being hauled alongside. He seemed anxious that our stay should be as short as possible, lest our delay might compromise his neutrality in some way. He said my sailors had been behaving very badly on shore, and indeed I knew they had. I told him he would oblige me by securing the rioters and putting them in prison. This evening we were entertained very handsomely at the residence of Mr. Ogilvie, where we met all the English society of the place.

Saturday, May 16th.—This day the

ship (Castor), from which the Georgia was coaling, was ordered to be hauled off, and the operation suspended, the Yankee Consul having alleged to the Government that she had munitions of war on board.

Sunday, May 17th.—In the morning an officer came on board and read me a despatch from the President, expressing displeasure at my remaining so long in the port, and directing me to proceed to sea in twenty-four hours. The same paper was read on board the Georgia. I replied that the Government itself had caused our delay, by prohibiting us from coaling from the ship from which we had purchased our coal; and that I could go to sea in twenty-four hours after this prohibition was removed, &c. &c. A party of English ladies and gentlemen visited the ship this afternoon. We were crowded all day, besides, with miscellaneous visitors.

Tuesday, May 19th.—This morning, at

the request of the President, I went on shore to see him, and we had a long and animated discussion, in which he stated he had certain proofs, adduced by the United States Consul, to the effect that the coal-ship Castor had been sent here to meet us, &c.; and that under these circumstances (the ship being charged, besides, with having munitions of war on board), he felt it his duty to prevent us from coaling from her, but that we might have free access to the market, &c. The Consul, too, had told him that I had shipped one of the prisoners after landing him: the fact being that, although many of them volunteered, I refused to receive any of them, having already a full crew on board. In the afternoon addressed a letter to the President, insisting upon the right to coal from the Castor.

Wednesday, May 20th.—We were promised lighters with coal from the shore this morning; but not one has yet come off—half-

past twelve. Just at nightfall a lighter came alongside, and during the night we filled up. The next day we got under way and steamed out of the harbour.

Sunday, May 24th.—I am quite home-sick this quiet Sunday morning. I am now two *long, long*, years away from my family, and there are no signs of an abatement of the war; on the contrary, the Yankees seem to become more and more infuriated, and nothing short of a war of invasion is likely to bring them to terms, unless indeed it be the destruction of their commerce; and for this, I fear, we are as yet too weak. If we can get and hold Kentucky, the case may be different. Well, we must sacrifice our natural yearnings on the altar of our country, for without a country we can have no home.

CHAPTER IX.

Two more!—The Gildersliene and Justina—Case of the Jabez Snow—The barque Amazonian—Relieved of prisoners—A hint—The Talisman—Under false colours—The Conrad—A nobler fate—Re-christened—The Tuscaloosa commissioned—Short of provisions.

THE 25th May witnessed the capture of the ship Gildersliene and the barque Justina. The latter having a neutral cargo, was ransomed on a bond for 7000 dollars; the former condemned and burned, after an investigation terminating in the following decision:—

CASE OF THE GILDERSLIENE.

Ship under the United States colours and register. Charter-party with Messrs.

Halliday, Fox, and Co., of London, who describe themselves as merchants and freighters, to make a voyage to Calcutta and back to London or Liverpool. Cargo taken in at Sunderland, and consisting of coal, said to be shipped for the "service of the Peninsular and Oriental Steam Navigation Company," but not even averred to be on "their account and risk." No certificate or other evidence of property; ship and cargo condemned. Master knows nothing of property except what appears by the papers.

Friday, May 29th.—We had another chase last night from about 2 A.M., but with better success than the two previous nights, since at 7.30 A.M. we came up with and captured the ship Jabez Snow, of Rockport, Maine. Just at daylight, being within about four miles of her, we hoisted our own colours, and fired a gun. She did not show

any colours in return, and stood a second gun before heaving to; she finally showed her colours. Got on board from the prize a quantity of provisions and cordage; transhipped the crew, and about sunset set her on fire. Found a letter on board, the writer of which referred to American ships being under a cloud "owing to dangers from "pirates, more politely styled privateers, "which our kind friends in England are so "willing should slip out of their ports to "prey on our commerce." This letter was dated Boston, November 25th, 1862.

CASE OF THE JABEZ SNOW.

Ship under United States colours, cargo coals, from Cardiff for Monte Video. On the face of the bill of lading is the following:—"We certify that the cargo of coals per Jabez Snow, for which this is the bill of lading, is the *bonâ fide* property of Messrs. Wilson, Holt, Lane, and Co., and that the

same are British subjects and merchants; and also that the coals are for their own use.

"JNO. POWELL AND SONS."

As this certificate was not sworn to, it added no force to the bill of lading, as every bill of lading is an unsworn certificate of the facts it recites. There being no legal proof among the papers to contradict the presumption that all property found under the enemy's flag is enemy's property, and as the Master, who was the charterer and agent of the ship, and whose duty it was to know about all the transactions in which he was engaged, swore that he had no personal knowledge of the owner of the cargo, except such as he derived from the ship's papers, the cargo, as well as the ship, is condemned as prize of war. The following significant extract from a letter of the Master to his owners, dated Penrith Roads,

April 19th, 1863, was found on board, though not produced by the Master:—

"I have my bills of lading certified by the Mayor, that the cargo is *boná fide* English property. Whether this will be of any service to me in the event of my being overhauled by a Southern pirate, remains to be proved."

The certificate above recited seems, therefore, to have been procured by the Master to protect his ship from capture, and not to have been a spontaneous act of the pretended neutral owners to protect the cargo. The cargo and advance freight were insured against war-risk, the ship paying the premium. No effort was made by Wilson, Holt, Lane, and Co., to protect the cargo, and they were the proper parties to make the oath. The agent who shipped the coal for this firm, and who wrote the above-quoted certificate, could only know, of course, that he

had shipped them by order of his principal. Why, then, did Wilson, Holt, Lane, and Co. decline to make the necessary oath to protect the cargo? They should have taken the necessary steps to protect either themselves or the insurers, but they did no such thing. It would seem, probably, that they were the agents of some American house, and that they could not, in conscience, take the oath required by law.

The next prize was the Amazonian, of Boston, from New York to Monte Video, captured, after a long chase, on the 2nd of June, but not until two blank shots had failed to bring her to, and the stronger hint of a round from the rifled gun had convinced her of the impossibility of escape.

CASE OF THE BARQUE AMAZONIAN.

Ship under United States colours; has an assorted cargo on board, and is bound

from New York to Monte Video. There are two claims of neutral property—one for twenty cases of varnish and fifty casks of oil, claimed as shipped on "account of Messrs. Galli and Co., French subjects." This claim is sworn to by a Mr. Craig, before a notary. It does not aver that the property is in Messrs. Galli and Co., but simply that it was shipped "on their account." There is no outside evidence of the truth of this transaction, as the master knows nothing about it.

Right glad was the Alabama to fall in, on the day after this last capture, with an English brigantine, the master of which proved willing, in consideration of a gift from Captain Semmes of one of his noble collection of captured chronometers, to relieve him of the crowd of prisoners with which he was encumbered. To the number of forty-one they were forthwith transferred,

along with a stock of provisions sufficient for a fortnight's consumption; and the Alabama breathed freely again, relieved of her disagreeable charge.

It may not be an uninstructive, and it is most assuredly an amusing comment, upon the claims of neutrality so loudly insisted upon, to quote the following extract from a New York letter, captured on board one of the recent prizes. It is dated April 7th, and addressed to a correspondent in Buenos Ayres:—

"When you ship in American vessels, it would be as well to have the British Consul's certificate of English property attached to the bill of lading and invoices; as in the event of falling in with the numerous privateers, it would save both cargo and vessel, in all probability. An American ship, recently fallen in with, was released by the Alabama on account of a British Consul's certificate showing the greater

part of the cargo to be English property. If you ship in a neutral vessel, we save five per cent. war insurances."

Another prize. The Talisman, a fine ship of 1100 tons, under United States colours and register, with no claim of neutral property in cargo; and before the glare of her funeral pyre had faded from the horizon, another hove in sight, so evidently American, that notwithstanding the English ensign flying at her peak, she was at once brought to and boarded. And American she proved to be in her origin; but her owners had been wise, and, so far as her papers went, she had been regularly transferred to the protection of the British flag—humiliating, perhaps, to the proud "Yankee nation," but effective as a precaution against capture; though, had the Confederate cruiser been able to send her into port for adjudication, the transfer might very possibly, when the evidence came to be sifted, have

proved but a "bogus transaction" after all.

So the "Englishman" had to be released, consenting, however, to relieve the Alabama of a prisoner and his wife, recently captured on board the Talisman. A week passed away, and then came another instance of a similar transfer under the strong pressure of fear, the whilom Yankee barque Joseph Hall, of Portland, Maine, now seeking a humiliating safety as the "British" Azzopadi, of Port Lewis, Isle of France!

Alas! for the Stars and Stripes, the Azzopadi was not hull down on the horizon ere the once-renowned Yankee clipper Challenger lay humbly, with her maintopsail to the mast, in the very place in which her countryman had just been performing a similar penance, claiming, as the British-owned Queen of Beauty, a similar immunity.

At last, however, as the impatient crew

of the Alabama were beginning to think that their enemy's flag had finally vanished from the face of the ocean, an adventurous barque hove in sight, with the old familiar bunting at her peak. She proved to be the Conrad, of Philadelphia, from Buenos Ayres for New York, partly laden with wool, the ownership of which was, as usual, claimed as neutral. On investigation, the claim proved an evident fabrication, the facts of the case being as follows:—

CASE OF THE CONRAD.

Ship under American colours and register. A Mr. Thomas Armstrong, who describes himself as a British subject doing business at Buenos Ayres, makes oath before the British Consul that a part of this wool belongs to him and a part to Don Frederico Elortando, a subject of the Argentine Republic. This may or may not be true, but the master is unable to verify the docu-

ment, he not having been present when it was prepared, and not knowing anything about it. There is, besides, so strong a current of American trade with Buenos Ayres, that the presumption is, from the very fact that this wool was going to New York in an American barque, under the imminency of capture, which our presence in these seas—well known at Buenos Ayres when the barque sailed—must have shown, that the property is American, and that the certificate is an attempt to cover it; Mr. Armstrong probably being a brother or a partner in the transaction with some American house. Ship and cargo condemned.

FURTHER EXAMINATION OF CASE OF CONRAD.

From an examination of the correspondence in this case, brought on board after the ship's papers had been examined, it

appeared that Mr. Armstrong, the party shipping a part of the cargo, swears before *his* consul that he and one Don Frederico Elortando, are the *owners* of the property, and swears before the United States Consul that he is the sole *owner* of the property. Both of these oaths cannot be true. It further appears that, whilst the property in the bill of lading is consigned to Simon de Visser, Esq., in the letters of Messrs. Kirkland and Von Sachs it is spoken of as consigned to them. The letters make no mention of any joint-ownership with Armstrong, but treat the consignment as his sole property.

But though, like so many of her countrymen, condemned, the Conrad was not to die. A nobler fate was in store for her—no less a destiny than that of carrying the proud young flag to which she had succumbed, and taking the sea, under a new

name, as the consort of her captor. Accordingly, Acting-Lieutenant Low was appointed to the command, assisted by Acting-Master Sinclair and two master's mates. The two rifled pounders captured in the Talisman were mounted on board, a due complement of rifles, revolvers, ammunition, &c., supplied, and then the transformed barque fired her first gun, ran up the Confederate ensign to her peak, and amid a burst of cheering from her own crew and that of her consort, made a fresh start in life as the Confederate States sloop-of-war Tuscaloosa.

The Alabama was now bound for the Cape of Good Hope, where her faithful tender, the Agrippina, was again to meet her. On the 27th of June, however, when in lat. 26·01 S., long. 28·29 W., it was discovered that a great portion of the supposed month's supply of bread had been destroyed by weevils, and that there was

not enough left for the run. A visit to some port nearer at hand thus became inevitable, and the ship's course was accordingly shaped for Rio Janeiro.

CHAPTER X.

An insult to the Yankee flag—Fine weather—The Anna F. Schmidt—"What ship's that?"—The Express—A supply of bread—Saldanha Bay—Visitors from the country—A funeral—The Tuscaloosa's prize—The capture off Cape Town—The Sea Bride won—Ship crowded—Sympathy.

Sunday, June 28th.—At 4.30 this evening brought-to a heavy ship with a blank cartridge; or rather she seemed to come-to of her own accord, as she was evidently outsailing us, and was, when we fired, at very long range. Soon after heaving-to she burned a blue light, and whilst our boat, with a light in it, was pulling towards her, she burned another. She afterwards said she would not have hove-to but that she

thought we might be in distress. The boarding officer reported us as the United States ship Dacotah, and demanded to see the ship's papers, which were refused, the Master stating that we had no right to see his papers. The boarding officer having been informed of her name (the Vernon), and that she was from Melbourne, for London, and being satisfied, from observation, that she was really an English ship, she being one of the well-known frigate-built Melbourne packets, returned on board, and the ship filled away; and she was already at considerable distance from us when I received the boarding officer's report. Under all these circumstances, I did not chase him afresh to enforce my belligerent right of search. *Cui bono*, the vessel being really English? Although, indeed, the resistance to search by a neutral is good cause of capture, I could only capture to destroy; and I would not burn an English ship

(being satisfied of her nationality) if the Master persisted to the law in not showing his papers. Nor did I feel that the Confederate States flag had any insult to revenge, as the insult, if any, was intended for the Yankee flag. Most probably, however, the ship being a packet-ship, and a mail-packet, the Master erred from ignorance.

Lat. 26·35, long. 32·59·30, current S.E. thirty miles; ship rolling and tumbling about, to my great discomfort. The fact is, I am getting too old to relish the rough usage of the sea. Youth sometimes loves to be rocked by the gale, but when we have passed the middle stage of life, we love quiet and repose.

Tuesday, June 30th.—The bad weather of the past week seems at length to have blown itself out; and this morning we have the genial sunshine again, and a clear, bracing atmosphere. With a solitary exception, the Cape pigeons, true to their

natures, have departed. There is still some roughness of the sea left, however, and the ship is rolling and creaking her bulk-heads, as usual. Wind moderate from about East.

Another prize on the 2nd July, the Anna, F. Schmidt, of Maine, from Boston for San Francisco; and another cautious Yankee transformed into an Englishman; and then came a large ship flying before the wind, with all sail set to her royals, and answering the Alabama's challenge with a gun from her own bow port.

A man-of-war this, from her fashion of replying, even had the fact not been sufficiently apparent from the cut of her heavy yards and lofty spars. An enemy, perhaps! And wild with the hope of a fight, though it be with an enemy not much less than double her size, away flies the Alabama, at top speed of sail and steam, in chase. The

sea was smooth, though with a strong breeze; and ere long the saucy little cruiser ranged up alongside of the fine frigate, with ten black muzzles grinning through his ports on either side.

"This is the Confederate States ship Alabama!" rang out from the quarter-deck, as the two ships flew through the water, side by side:—"What ship's that?"

But there was to be no fight that day. The chase contented herself with the laconic reply, "Her Britannic Majesty's ship Diomede;" and went tearing along upon her course under the tremendous press of canvas, beneath which her spars were bending like a whip, and was soon out of sight, evidently bound on some errand that would not brook delay.

Some small compensation for this disappointment was found two days afterwards in the capture of the fine ship Express, of Boston, from Callao for Antwerp, loaded

with guano, the particulars of which are recorded as follows:—

CASE OF THE SHIP EXPRESS.

Ship under United States colours and register; cargo guano, shipped by Senan, Valdeavellano and Co., at Callao, and consigned to J. Sescau and Co., at Antwerp. On the back of this bill of lading is the following endorsement: "Nous soussignés chargé d'affaires et consul général de France á Lima, certifions que la chargement de mille soixante douze de register de Huano spécifié au présent connaissement, est propriété neutre."

Fait á Lima, le 27 Janvier, 1863.

(Signed and impressed with the Consular seal.)

This certificate fails to be of any value as proof, for two reasons: first, it is not sworn to; and secondly, it simply avers the property to be neutral (the greater part of

it, for it does not touch the guano in sacks), instead of pointing out the owner or owners. A Consul may authenticate evidence by his seal, but when he departs from the usual functions of a Consul, and becomes a witness, he must give his testimony under oath, like other witnesses. This certificate, therefore, does not even amount to an *ex parte* affidavit. If the property had been in the shipper's or consignee's name, it would have been quite as easy to say so as to put the certificate in its present shape. Why, then, was the simple declaration that the property was neutral made use of?—the law with which every Consul, and more especially a chargé d'affaires, is supposed to be acquainted with, declaring them to be insufficient? The conclusion from these two facts—viz., that there was no oath taken, and that there was no owner named—seemed to be that the Consul gave a sort of matter-of-course certificate, upon the appli-

cation of some one who declared the property to be neutral, perhaps with a knowledge to the fact, or contrary to the fact, neither party taking any oath. Now, the presumption of law being, that goods found in an enemy's ship belong to the enemy, unless a distinct neutral character be given to them, by pointing out the *real owner*, by proper documentary proof, as neither the bill of lading nor the certificate, which is a mere statement of a fact, like the bill of lading, not under oath, nor the Master's testimony, who knows nothing (see his deposition) except as he has been told by the shipper, amounts to proper documentary proof, the ship and cargo are both condemned. It must be admitted that this is a case in which, perhaps, a prize court would grant "further proof;" but as I cannot do this, and as a distinct neutral character is not impressed upon the property by former evidence, I must act under the presumption

of law. Sect. 3rd, Phillimore, 596. The charter-party in this case describes the charterers, J. Sescau and Co., of Antwerp, as agents of the supreme Peruvian Government. But if so, why was it not certificated by the government, as was done in the case of the Washington, captured and released on bond by this ship? And then the master swears that *the shippers told him* that the cargo belonged to them; and if the Peruvian Government must resort to a French official for a certificate, why not, then, on oath made before him? and why did he not state the fact that it so belonged, which would have protected it?

The Alabama was now again heading for the Cape, the Anna Schmidt having yielded a supply of bread sufficient, with strict economy, to last out the passage. There she arrived on the 29th July, anchoring in Saldanha Bay, at about 1.45 P.M.

Thursday, July 30th.—Last night the sky and atmosphere were singularly brilliant. Landed this morning at eight, to get sight for my chronometers, this being the first time that I ever set foot on the Continent of Africa. Saldanha is a gloomy, desert-looking place, the shore comprised of sand and rock, without trees, but with green patches here and there. There are three or four farm-houses in sight, scattered over the hills. The farmers here are mostly graziers. The cattle are fine and good; a great number of goats graze on the hills, and sheep-raising is extensive, the mutton being particularly fine. Small deer are abundant. We had a venison steak for breakfast. The little islands in the bay abound in rabbits, and there is good pheasant-shooting in the valleys. Already a party of officers has gone out to stretch their limbs, and enjoy the luxury of shooting.

July 31st.—Took a stroll on shore, and

walked round some fine oat-fields. The soil resembles our hummock land in Florida, and produces finely. Engaged caulking, painting, &c. An abundance of wild-flowers in bloom. Huge blocks of granite lie about the sand, and from the tops of projections, &c.

Saturday, Aug. 1st.—I returned on board, after a stroll on shore, at 2 P.M. During my walk I met some farmers in a four-horse waggon coming to see the ship. They brought me a wild peacock—not quite so large as our wild turkey. It was without the gorgeous plumage of the domestic bird. The schooner Atlas came in this afternoon, with letters for me from some merchants at Cape Town, offering their services to supply me with coal, &c., and expressing their good-will, &c. &c. I took occasion by this vessel, which returned immediately, to write to the Governor, Sir Philip E. Wodehouse, informing him of my presence here.

Sunday, Aug. 2nd.—The inhabitants say that this winter has been remarkable for its general good weather, and for the few gales they have had. Crowds of country people, from far and near, came on board to look at the ship to-day.

Monday, Aug. 3rd.—Another crowd of visitors to-day, who came in their country waggons and on horseback. They all speak Dutch, and it is rare to find one among them who speaks English. Although it is nearly half a century since England took final possession of the colony, the English language has made but little progress, the children being taught by a Dutch schoolmaster, and the papers being, many of them, printed in Dutch. There was an intelligent young *boer* (about twenty-three) among them, who had never been on board a ship before. He was quite excited by the novelty of everything he saw. Some of the female visitors were plump, ruddy, Dutch

girls, whose large rough hands, and awkward bows and curtsies, showed them to be honest lasses from the neighbouring farms, accustomed to milking the cows and churning the butter. I found the geranium growing wild in my rambles to-day. Just as we were going to sun-down quarters, a boat came alongside with the body of Third Assistant-engineer Cummings, who accidentally shot himself with his gun.

Tuesday, Aug. 4th.—In the afternoon, at three, the funeral procession started from shore with the body of the deceased engineer. He was taken to a private cemetery about a mile and a half distant, and interred with the honours due to his grade, the First Lieutenant reading the funeral service. This is the first burial we have had from the ship.

Wednesday, Aug. 5th.—At 6 A.M. got up the anchor, and getting under way; steamed out of the bay and shaped our

course for Cape Town. At 9.30 descried a sail a point on the starboard bow, and at 10.30 came up with and sent a boat on board of the Confederate barque Tuscaloosa, and brought Lieutenant Lowe on board. He reported having captured on the 31st July the American ship Santee, from the eastward, laden with rice, certificated as British property, and bound for Falmouth. He released her on ransom for 150,000 dollars. I directed Lieutenant Lowe to proceed to Simons Bay for supplies. Steamed in for the town. At 12.30 made a barque, two points on starboard bow; gave chase, and at about 2 P.M. came up with and hove the chase, she having up United States colours. This was a close pursuit, as the barque was not more than five or six miles from the shore when we came up with her. The Master might have saved himself if he had stood directly in for the land; but we ran down upon him under

English colours, and he had no suspicion of our character until it was too late. The United States Consul at once protested against our violation of British waters (!), The Governor telegraphed to the Admiral (Walker), at Simon's Bay, to send a man-of-war round; and about 10 P.M. her Majesty's steam-ship Valorous, Captain Forsyth, came in and anchored. Some correspondence has passed between the Governor and myself on the subject of the capture, and I believe he is satisfied as to distance, &c. Put a prize crew on board the prize (Sea Bride), and directed her to stand off and on until further orders. The moment our anchor was dropped we were crowded with visitors.

Thursday, Aug. 6th.—Notwithstanding the bad weather, the ship has been crowded with visitors all the morning, and my cabin has been constantly filled with people pressing to shake hands with me, and to express sympathy for my cause. During the night

we had some thunder and lightning, first from the S.E., and then from the N.W.; and the wind springing up, very gently at first, freshened to a gale by morning, with showers of rain and hail. Communicated with the prize, and directed the Prizemaster, in case he should be blown off by a gale, to rendezvous at Saldanha Bay by the fifteenth of the month. Captain Forsyth, of the Valorous, came on board. Returned his visit.

Friday, Aug. 7th.—I should have been under way for Simons Bay this morning but for the gale. The wind is blowing very fresh from northward and westward, with dense clouds climbing up and over the Table, Lion's head, &c.—presenting a very fine spectacle, with the rough waters, the ships with struck upper yards, and the town half enveloped with flying mists, &c. The bold watermen in all the gale are cruising about the bay under reefed sails, some of them

with anchors and cables, ready to assist any ships that may require it. Last night, in the first watch, a sail was reported to be on the shore near the lighthouse and firing signal guns. Very soon we saw two or three boats put out to her assistance. In the morning we heard that it was a Brazilian brig, and that the crew was saved. The brig is fast breaking up in the gale.

CHAPTER XI.

Wrecked!—A narrow escape—Respect for neutral waters—The Martha Wenzell—At the Cape—Dense fogs—Heavy weather—"Are you a vessel of war?" Firmness and obstinacy—Simon's Town—Misrepresentations—A little rest—Land-sharks—A night scene—To the Indian Ocean—The barque Amanda.

Saturday, August 8th, 1863.—The gale broke last night, but there is still some breeze blowing, and the sea is quite rough. Last night a Bremen brig was wrecked off Point Monille. We heard her firing guns, and I feared at first it was our prize; and yet I could not conceive how my Prize-master, who was acquainted with the soundings, could have made such a mistake. The weather has checked the throng of visitors, and yet a few get off to us, asking for autographs, and looking curiously at the ship.

We are finishing our repairs, and getting supplies on board. Our prize has not made her appearance to-day. She will rendezvous at Saldanha Bay on the 15th inst.

Sunday, August 9th, 1863.—Weather has again become fine. At 6 A.M. precisely we moved out of the bay, and steamed along the coast towards the Cape. We gave chase to two sail off the mouth of False Bay, and overhauling them, one proved to be an English, and the other an American barque. The latter we boarded; but when I came to get bearings and plot my position, it unfortunately turned out that I was within a mile, or a mile and a quarter, of a line drawn from the Cape Lighthouse to the opposite headland of the bay, and therefore within the prescribed limit of jurisdiction. The master of the barque, in the meantime, having come on board, I informed him of those facts, and told him to return to, and take possession of his ship, as I had

no authority to exercise any control over him; which he did, and in a few minutes more we were under steam standing up the bay. What a scene for the grim old Cape to look down upon. The vessel boarded was the Martha Wenzell, of Boston, from Akyab for Falmouth. At 2 P.M. anchored in Simon's Bay, and was boarded by a Lieutenant from the flag-ship of Admiral Walker.

Monday, August 10th.—Weather fine. I called on Admiral Walker at his residence, and was presented by him to his family, and spent an agreeable half hour with them, giving them a brief outline of our quarrel and war. Dined on board the Chinese gun-boat Kwang-Tung, Commander Young. This is one of Laird's side-wheel steamers, built for Captain Sherrard Osborne's fleet. Capt. Bickford, of the Narcissus, and Lieut. Wood, flag Lieutenant, dined with us.

Tuesday, August 11th.—Weather fine.

Visited the flag-ship of Rear-Admiral Sir Baldwin W. Walker and the Kwang-Tung. Employed caulking and refitting ship. Many visitors on board.

Wednesday, August 12th.—Wind fresh from the southward and eastward. Photographers and visitors on board. The Kwang-Tung made a trial trip of her engines, after having repaired them, with the Admiral's family on board. Wind freshened to a gale towards night.

Thursday, August 13th.—Weather cloudy; blowing a moderate gale from the S.E. The Tuscaloosa is ready for sea, but is detained by the weather. Dined with Rear-Admiral Walker; Governor Sir Philip Wodehouse and lady were of the party. My sailors are playing the devil as usual. They manage to get liquor on board the ship, and then become insubordinate and unruly. We have to force some of them into irons. The man Weir, whom I made a Quartermaster, has run off; also two of the Stewards, and

two dingy boys; the latter were apprehended and brought on board.

Friday, August 14th.—We have a dense fog to-day and calm. The Tuscaloosa, which went out at daylight, anchored some four or five miles outside the harbour. The mail steamer from England arrived at Cape Town to-day, bringing us news of Lee's invasion of Maryland and Pennsylvania. Finished our repairs this evening.

Saturday, August 15th.—We were ready to get under way at daylight this morning, but were delayed by the dense fog until eleven o'clock, when we moved out of the harbour. As we neared the Cape another fog bank rolled over and enveloped us for a couple of hours. At 2.30, boarded an English barque. At 3, let the steam go down, and raised the propeller. Weather threatening. Barometer 29·80. Took single reefs in the topsails. At 11 P.M. a steamer passed close to leeward of us.

Light winds and thick weather now for

rather more than a week, varied by a stiff northwester on the 22nd August, lasting over the greater part of two days.

Tuesday, August 25th. — Dense, cloudy morning. Got a glimpse of the sun and latitude at twelve o'clock. Our fresh-water condenser is about giving out, the last supply of water being so salt as to be scarcely drinkable. This will be a serious disaster for us if we cannot remedy it at Cape Town, for we have no tank room for more than eight days' supply, and no place to store casks except on deck, where they would interfere with the guns. And so I have borne up to run for Angra Pequena, where I expect to pick up my prize-crew that I may return to Simon's Bay to see what can be done, without further delay. I am quite knocked up with cold and fever, but sick as I may be, I can never lie by and be quiet, the demands of duty being inexorable and incessant.

Thursday, August 27th.—Morning fine; made all sail at early daylight, and stood in for the land, having every promise of getting latitude at meridian for position, and running in to an anchor early in the afternoon. But an ominous fog-bank, that we had noticed hanging over the land for a short time before, suddenly enveloped us at eight, and shut us in so completely as to render it difficult to see a hundred yards in any direction; the wind the while blowing fresh from the south; weather cool and uncomfortable, and the rigging dripping rain. Hove to, and awaited anxiously the disappearance of the fog; but hour after hour passed, and still no change—six, seven bells struck, and the fog appeared to grow more dense, and the wind to increase; wore ship, and put her head off shore; went below, and turned in, in supreme disgust. At 1.30 aroused by the report that there was a topsail schooner close aboard. She ran down

for us, when we backed main topsail, and sent a boat and brought the Master on board. Being like ourselves bound for Angra, he consented to pilot us in. Filled away, and made sail. We were to-day, at noon, by computation, W.S.W. from Pedestal Point (Angra); distance about ten miles. The fog continued most relentlessly until 4 P.M., when it disappeared, and we wore ship for the land, and were probably on the point of making it just at sunset, when the fog came on again, and enveloped everything in impenetrable darkness. Wore ship seaward, and stood off and on during the night: the weather blustering.

Friday, August 28th.—Morning cloudy, wind blowing half a gale. At 8.50 took a single reef in the topsail—the schooner in sight to leeward. At 9.30 made the land, and soon came in full view of it. My would-be pilot could not recognise it, until

the schooner, having run in ahead of us, ran down to leeward, by which we knew that she had made out our position. I followed her, and ran in, and anchored in Sheerwater Bay; my pilot being of no sort of assistance to me, he seeming to have a very imperfect knowledge of the locality. Soon after anchoring, a boat came out of the lagoon to us, and we recognised some of our prize-crew of the Sea Bride in her.

In effect the Tuscaloosa and the prize had both been three days in the harbour of Angra Pequena. In the afternoon we got up our anchor again, and ran into the lagoon, and anchored near the Sea Bride in seven fathoms of water. A number of the officers are off this evening to visit the Tuscaloosa—no doubt to get a *good drink of fresh water*. I have sent my pitcher for some, being nearly parched up with the salt-water we have been drinking for the

last three days. We are lying in *smooth water*, in a snug harbour, and I hope to get what I have not had for several nights—a good night's rest. A more bleak and comfortless prospect, in the way of landscape, could scarcely present itself to the eye. Nothing but land and rock—not a sprig of vegetation of any kind to be seen. In fact it never rains here, and this is consequently a guano region. We passed a bank of guano in Halifax island, a shanty, a few labourers, and a large army of penguins spread out with much solemnity on the island.

Saturday, August 29th.—Getting on board flour, &c. from the Sea Bride, and water from the schooner—1500 gallons, which will enable us to cruise some twenty days. Hauled a borrowed sieve in the afternoon, and caught a fine lot of fish.

Sunday, August 30th.—At 10.30 mustered the crew, and landed James Adams, O.S.,

discharged by sentence of court-martial, with forfeiture of pay and prize-money.

Monday, August 31st.—At 7 A.M. got under way, and stood out of the harbour.

The Alabama was now visited by a succession of the heavy gales prevalent during winter time in the neighbourhood of the Cape. On the 7th Sept.—Captain Semmes writes—we had a rough, ugly night of it, with a continuance, and even increase of the gale, and a short and abrupt sea, in which the ship occasionally rolled and pitched with violence, frequently thumping my cot against the beams overhead and awaking me. Shipped large quantities of water through the propeller well; cabin-deck leaking.

Tuesday, September 8th.—Weather cloudy, the sun shining faintly through the grey mass. Gale continues; the wind (E.S.E.) not having varied a hair for the last sixteen

hours. Barometer gradually falling; ship rolling and pitching in the sea, and all things dreary-looking and uncomfortable. I am supremely disgusted with the sea and all its belongings; the fact is, I am past the age when men ought to be subjected to the hardships and discomforts of the sea. Sea-going is one of those constant strifes which none but the vigorous, the hardy, and the hopeful—in short, the youthful, or at most, the middle-aged—should be engaged in. The very roar of the wind through the rigging, with its accompaniments of rolling and tumbling, hard, overcast skies, gives me the blues. This is a double anniversary with me. It was on the 8th of September that I received my first order for sea-service (1826); and it was on the 8th of September that Norton's Division fought the battle of Moline del Ray (1847). What a history of the United States has to be written since the last event! How much of human weakness

and wickedness and folly has been developed in these years! But the North will receive their reward, under the inevitable and rigorous laws of a just government of the world.

Another week passed with a solitary excitement in the shape of an obstinate English skipper, who stoutly refused to heave to. The following account of this affair is extracted from the journal of one of the Alabama's officers:—

Towards evening of the 10th of September the wind fell considerably. At 8.30 P.M. a sail in sight on weather bow. Immediately we turned to windward, and stood in chase. At 9.45 fired a gun to heave chase to. Chase, however, still kept on her course. At 10.35 we ran up alongside, and the officer of the deck hailed her — "Ship ahoy!" "Halloa! heave to, and I will send a boat on board." "What do you want me to heave to for?"

"That's my business." "Are you a vessel of war?" Captain Semmes then waxing wroth, replied, "I'll give you five minutes to heave to in." "You have no right to heave me to unless you tell me who you are." "I'll let you know who I am." To officer of the deck—"Load that gun with shot, sir, and rain on that fellow—he's stupid enough to be a foreigner." "Tell me who you are," yelled out the master of the ship. "If you are not hove to in five minutes I'll fire into you." Addressing the officer of the watch, Captain Semmes asked, "Is that gun ready for firing, sir?" "All ready, sir." "Then stand by to fire."

The Captain of the ship beginning to realize the fact that we were in earnest, rolled out a volley of oaths, not only loud, but deep also. That little ebullition being finished, he hauled his mainsail up and lay to. Captain Semmes then gave me orders to board

and ascertain who the vessel was, as the reluctance to heave to was suspicious in itself.

On boarding, the Mate met me at the gangway and introduced me to a tall, burly man, who proved to be the Master. With the utmost suavity I inquired, "What shi, is this?" "Who are you?" he blurted out. "What ship is this, captain?" I repeated. "I sha'n't tell you," was the polite reply. "Captain, what vessel is this?" "Are you a man-of-war?" asked he. "Of course we are," replied I. "Who are you?" queried he.

With the greatest distinctness possible, and with the utmost sternness, I said, "We are — we are the United States steamer Iroquois, Captain Palmer, on a cruise; and now, having told you this, I have something more to tell you— namely, that I am come on board to ask questions, not to answer them; further, I have asked you three times who you are, and have not yet received an answer. So

just step down into the cabin, and produce the ship's papers."

With a very ill grace he descended into the cabin, I following, and I had just removed my cap when he roared out, "Who are you? Are you English? Say you are an English man-of-war, and I will let you look at my papers." Said I, "Captain, either you are crazy, or else you think I am. Here we fire a gun, and any man with a grain of sense would have understood that it was meant for a ship to heave to, more especially when a nation is at war. You are told to heave to, are boarded, and asked a question. Instead of replying, you ask, perfectly savagely, 'Who are you?' I tell you we are the United States ship Iroquois, and then you ask, 'Are you English? Tell me you are an English man-of-war!' It's absurd, I tell you."

"Mr. Officer," yelled he, "'crazy!' 'sense!' 'absurd!' By G—d, sir, if an English man-of-war were here, no Yankee

dare, set foot on this deck, sir. Who are you?" "Captain," I said to the man, "it is time this piece of folly were ended. Now understand me. Look at that clock: it wants twelve minutes to eleven; I want to see your papers; I give you two minutes to produce them in. If, at ten minutes to eleven, the papers are not forthcoming, I shall adopt measures to place them in my possession."

I then sat down. Question after question did the worthy skipper ask, but no reply did I deign to give. At length it wanted but a few seconds to the time specified, when with a bad grace the irate Master produced his key, unlocked his safe, and brought forth his papers. Upon examination I found it was the ship Flora, of and to Liverpool, from Manilla, with a general cargo.

While looking over his papers, a ceaseless string of interrogations was kept up

by the Master, to which I returned no answer, merely returning the papers, and remarking that he had given himself and us also, some really causeless detention. "Have you any news, captain?" I asked. "Yes, I have some news; news that some three or four of you would like to be acquainted with, but news that one of you would rather not know. But I'd see you Yankees sunk forty fathoms deep before I would tell you it." "Come, captain, don't be uncharitable; you know what is written in the Bible."

He then went on to state what a bad passage he had made so far, having met with a succession of baffling winds ever since he had left Manilla; that he had made all sail for a fair wind, and which had only lasted for a few hours, the wind coming ahead again; and it looking threatening, he had reduced sail considerably, and was making but slow progress when he was stopped by us.

"Stopped by a Yankee, too! That's something I wont forget in a hurry," said he.

I could not help laughing at the "offended majesty" air he assumed, and wishing him a speedy passage, returned on board. From one of my boat's crew I learnt that the Flora had either seen or been boarded a couple of days ago by a two-masted long-funnelled steamer, supposed by the Master to have been a Confederate, though showing Yankee colours.

Wednesday, September 16th.—At 3 P.M. doubled the Cape of Good Hope and steamed into the anchorage at Simon's Town, which we reached at about 4.30 P.M. The Vanderbilt had left on Friday last, and was reported to have hovered near the Cape for a day or two. Greatly disarranged by the news from home—Vicksburg and Port Hudson fallen; Rosecrans' army marching south-

wards; and Lee having recrossed the Potomac. Our poor people seem to be terribly pressed by the Northern hordes.

But we shall fight it out to the end, and the end will be what an all-wise Providence shall decree.

Thursday, September 17th.—Called on the Admiral, and received a visit from the Captain of the Narcissus.

Various misrepresentations had been made to the Admiral as to my proceedings since I left, &c., by the United States Consul, which I explained away. Spent an agreeable half-hour with the Admiral and his lady. There being no coal here—the Vanderbilt having taken it all—I made arrangements for it to be sent to me from Cape Town.

Saturday, September 19th.—The steamer Kadie arrived with coals for me from Cape Town. Hauled her alongside, and com-

menced coaling. Walked on shore, and lunched with Captain Bickford. Dispatched letters for the mail-steamer for England. Liberty-men drunk, and few returning. Dined with the Admiral. A very pleasant party, composed entirely of naval officers, including the Captains of the ships present, the Captain-superintendent of the dockyard, &c. After dinner the young ladies made their appearance in the drawing-room, and we had some music.

Sunday, September 20th.—Hauled the ship over to get at the copper around the blow-pipe, which was worn off. Visited the shore at half-past nine, took a long walk, dropped in upon the Post-captain, and went to church—Father Kiernan saying mass. He is an earnest, simple-minded Irish priest, with a picturesque little church on the hill-side, and a small congregation composed chiefly of soldiers and sailors—a seaman serving mass. Captain Coxon and

a couple of the Lieutenants of the squadron being present. Liberty-men returning in greater numbers to-day—the money is giving out.

Monday, September 21*st.*—At daylight hauled the steamer alongside again, and recommenced coaling. Called to see the ladies at the Admiral's after dinner, and walked through their quite extensive garden, winding up a ravine with a rapid little stream of water passing through it.

Tuesday, September 22*nd.*—A large number of liberty-men on shore yet. The Yankee Consul, with his usual unscrupulousness, is trying to persuade them to desert. With one or two exceptions, the whole crew have broken their liberty—petty officers and all. With many improvements in the character of the seaman of the present day, in regard to intelligence, he is, in some respects, as bad as ever. Finished coaling this evening.

Wednesday, September 23rd.—Refitting the fore-topmasts. Some twenty men still absent. A few are picked up by the Simon's Town police for the sake of the reward. And the sailor-landlords, those pests of all seaports, are coming on board and presenting bills for board, &c. Of course these claims are not listened to. It is a common contrivance with Jack and these sharks, to endeavour to extort money out of their ships.

The process is simple enough. The landlord gives Jack a glass or two of bad liquor, and it may be, a meal or two, and it is agreed between them that a bill of twenty times the value received shall be acknowledged. The land-shark charges in this exorbitant way for the risk he runs of not being able to get anything, so he has nothing to complain of when he happens to come across a captain who is disposed to protect his seamen from such extortion.

Knowing the villains well, I did not permit them to impose upon me.

Thursday, September 24th.—Waiting for the chance of getting over my deserters from Cape Town. Informed by telegraph in the afternoon that it was useless to wait longer, as the police declined to act. It thus appears that the authorities declined to enable me to recover my men—fourteen in number, enough to cripple my crew. This is another of those remarkable interpretations of neutrality in which John Bull seems to be so particularly fertile. Informed by telegrams from Cape Town that vessels had arrived reporting the Vanderbilt on two successive days off Cape Aguthas and Point Danger. The moon being near its full, I preferred not to have her blockade me in Simon's Bay, as it might detain me until I should have a "dark moon," and being all ready for sea, this would have been irksome; so the gale having lulled somewhat, towards

9 P.M., I ordered steam to be got up, and at half-past eleven we moved out from our anchors.

The lull only deceived us, as we had scarcely gotten under way, before the gale raged with increased violence, and we were obliged to buffet it with all the force of our four boilers. The wind blew fiercely; but still we drove her between five and six knots per hour in the very teeth of it.

Nothing could exceed the peculiar weird-like aspect of the scene, as we struggled under the full moonlight with the midnight gale. The surrounding mountains and high lands, seemingly at a great distance in the hazy atmosphere, had their tops piled with banks of fleecy clouds, remaining as motionless as snow-banks, which they very much resembled—the cold south wind assisting the illusion; the angry waters of the bay breaking in every direction, occasionally dashing on board of us; the perfectly clear

sky, with no sign of a cloud anywhere to be seen, except those piled on the mountains already mentioned;—the bright full moon shedding her mysterious rays on all surrounding objects—illuminating, yet distancing them—all these were things to be remembered. And last, the revolving light on the Cape, at regular intervals, lighting up the renowned old headland.

We passed the Cape at about 3 A.M., and bearing away gave her the trysails reduced by their bonnets, and close-reefed topsails; and I turned in to snatch a brief repose, before the trials of another day should begin.

Friday, September 25th.—Delivered the jail, as usual, upon getting to sea. It will take several days, I am afraid, to work the grog out of the crew, before they are likely to settle down into good habits and cheerfulness.

The next fortnight's run through the

heavy gales that prevail almost incessantly in the higher latitudes of the Indian Ocean, brought the Alabama some 2400 miles upon her course. Two days more brought her off the Island of St. Paul's, a distance of 2840 miles. Another couple of days, and she had made about sufficient easting, and began to shape her course towards the north—the "sunny north."

A few short extracts from the journal will give sufficient idea of the period thus passed through:—

October 16th.—Lat. 35°23; Long. 89°55; no observations for current; distance some 135 miles. The gale in which we lay-to ten hours, having broken in upon our day's work. Bar. 29·57, and on a stand; running before the wind, under close-reef and reefed foresail. Afternoon gale increased, and between twelve and one it blew furiously, the whole sea being a sheet of foam, the air rendered misty by the spray, and the

heavy seas threatening to jump on board of us, although we were scudding at the rate of very little less than fifteen knots—the whole accompanied by an occasional snow-squall from dark, threatening-looking clouds. It is not often that a wilder scene is beheld: in the meantime the Cape pigeons are whirling around us, occasionally poising themselves against the stern, as serenely, apparently, as if the elements were at rest. The barometer has remained perfectly stationary at 29·57 during this blow for seven hours (from morning to 7 P.M.), without varying a single hair's breadth, during all of which time the gale was raging with unmitigated violence from about S.W. by W. to S.W. During this period, we were travelling about on an average speed of eleven knots; and of course this must have been the rate of speed of the vortex—distant from us probably 150 to 200 miles. At 7 P.M. the mercury began to rise slowly,

and at 8 was at 27·60, the weather looking less angry, and the squalls not so frequent or violent. Verily, our good ship, as she is darted a-head on the top of one of those huge, long Indian Ocean waves that pursue her, seems like a mere cock-boat.

It is remarkable that this is the anniversary of the cyclone we took off the banks of Newfoundland.

October 18*th*—Observing has been particularly vexatious during the past week. What with the heavy seas constantly rising between the observer and the horizon, preventing him from producing a contact at the very instant, it may be, that he is ready for it, the passage of a flying cloud under the sun when his horizon is all right, and the heavy rolling of the ship requiring him to pay the utmost care to the preservation of his balance, and sometimes even to "lose his sight"—from the necessity of withdrawing one hand suddenly from his instrument

to grasp the rail or the rigging to prevent himself from falling—what with all these things, the patience of even as patient a man as myself is sorely tried. Perhaps this stormy tumbling about at sea is the reason why seamen are so calm and quiet on shore. We come to hate all sorts of commotion, whether physical or moral.

At last the region of endless gales was passed, and escaping entirely the southern belt of calms, the Alabama dashed along in the S.E. trade. On the 26th October, as she was nearing the Line, news reached her from an English barque, that the United States sloop, Wyoming, was on guard in the Sunda Straits, accompanied by a three-masted schooner. This sloop being about the Alabama's own size, hopes of a fight were again rife among both officers and men; and great was their impatience when the trade at length parted from them, and

light, variable winds again began to baffle the eager ship.

Drawing slowly nearer to the Straits, news still came from passing ships of the enemy's presence there, reports going at length so far as to state, that she had been specially dispatched thither by the United States consul at Batavia, in search of the Alabama herself.

At last, on the 6th November, came another prize, the first since leaving the Cape of Good Hope, nearly six weeks before. She proved to be the barque Amanda, from Manilla to Queenstown for orders, the following being the particulars of her case:—

CASE OF THE BARQUE AMANDA.

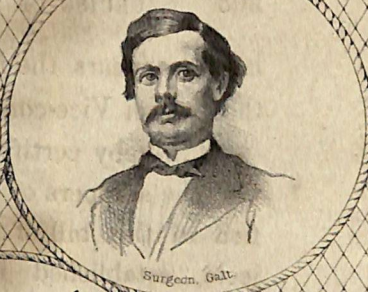
Ship under U.S. colours and register. Cargo, sugar and hemp. Charter-party to proceed to Europe or the United States. On the face of each of the three bills of

lading appears the following certificate for the British Vice-consul at Manilla:—

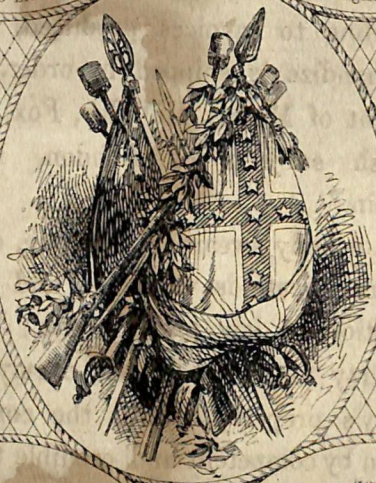
"I hereby certify that Messrs. Ker and Co., the shippers of the merchandize specified in this bill of lading, are British subjects established in Manilla, and that according to invoices produced, the said merchandize is shipped by order, and for account of Messrs. Halliday, Fox, and Co., British subjects of London, in Great Britain."

As nobody swears to anything, of course this certificate is valueless, and the presumption of law prevails, viz., "that all property found under the enemy's flag is enemy's property," until the contrary be shown by competent and credible testimony under oath, duly certified to by a Consul or another officer. Ship and cargo condemned.

Mr O' Brien



Surgeon, Galt.



Lieut of Marines, Howell.

M. Gustave Bonfils

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CHAPTER XII.

New cruising-ground—Case of the Winged Racer—A good chase—The Contest—On the look-out—Not to be deceived—No prizes—Condore—A French settlement—Kindly greetings—Monkey Island—Far from home—Whistling Locusts—Instinct—Why no one sees a dead monkey—Homewards—Yankee ships scarce.

THE 8th of November saw the Alabama again in sight of land, and after anchoring for a night off Flat Point, and sending a boat ashore, in the vain hope of finding in the Malay villages a supply of some sort of fresh provision, she again lifted her anchor and proceeded to sea under steam.

Tuesday, November 10th.—Passed between the island of Beezee and Sonbooko, both high and picturesque, the channel about a mile

wide, some villages under the groves of cocoa-nut trees on the former. The naked natives coming down to the beach to gaze at us. We ran through the Strait of Sunda about 2 P.M., passing to the westward of Thwart-the-Way.

Soon after passing out of the Strait and shaping our course, we discovered a clipper-looking ship, under topsails, standing towards North Island. Gave chase, although we were in the midst of a rain squall, and in the course of fifteen or twenty minutes we were near enough to him to make him show his colours. They were United States, and upon being boarded he proved to be the Winged Racer, a vessel for which we had been hunting outside the Strait. We captured him and sent him to anchor about three miles from North Island (the Island bearing about W.S.W.), and ran up and anchored near him ourselves. By working hard we were enabled to get everything we wanted out of him, by 2 o'clock

A.M.; and having despatched her crew, together with the crew of the Amanda, in the boats of the prize, at their own request, we got under way at 4 A.M., and steamed out of sight of the coast by daylight. We were fortunate enough to get some fowls, fruits, and vegetables from a bum-boat of Malays, who made a business of supplying ships. The boat reported that, when she left Angra about two days before, the Wyoming was there. Fired the ship.

CASE OF THE WINGED RACER.

Ship under United States colours and register, and no claim of the neutrality of the cargo among the papers; ship bound to New York. Ship and cargo condemned.

Wednesday, November 11th.—Made the North Watcher soon after daylight, and finding that if I continued on at the same speed, I should be up with Gaspar Strait early in the night, and should be obliged to anchor

until daylight, I ordered the steam to be let down, and we were about making arrangements for getting up the propeller, when a sail was descried on the port bow, close hauled on the starboard tack. She soon proved to be a rakish-looking ship, evidently United States. Kept away from her from time to time as she passed towards our bow, and when we came near enough we showed her the United States colours. She replied with the same. I then fired a gun and hoisted our own colours (new flag). Instead of obeying this signal to heave to, she made sail and ran. We at once started the fires afresh, the steam having gone entirely down, and made all sail in pursuit. The chase at this time was about four miles from us, and for a long time we gained scarcely anything upon her. We threw a rifle-shot astern him, but he disregarded this also. Finally, after an exciting chase of one hour and a half (shifting guns, and sending men aft to trim

ship, and giving her a full head of steam), we came near enough to him to throw a 32-pound shot between his masts, when he shortened sail, came to the wind, and hove to. If the wind had been *very* fresh (it was blowing a good breeze) he would probably have ran away from us. He proved to be the clipper ship Contest, from Yokohama (Japan) for New York. Captured him, and anchored in the open sea in fourteen fathoms of water, and took from the prize such supplies as we wanted. All our people having returned on board about nightfall, it was discovered soon after that the prize was dragging her anchor, which she did so fast in the freshened breeze that a boat which was sent to board and fire her sculled until the officer nearly lost sight of us, and fearing that if he continued he might lose sight of us altogether in a rain squall, returned. Got up steam immediately and weighed anchor, and ran down

to the prize, sent a boat's crew on board of her and burned her.

CASE OF THE CONTEST.

Ship under United States colours and register, and no claim for cargo; ship and cargo condemned.

Concluding that on receiving intelligence of the Alabama's arrival, the Wyoming, if, in truth, she was near the Strait, would run at once for Gaspar Passage in search of her, Captain Semmes now determined to double upon his enemy, and gave her the start of him, holding himself for a few days in the Java Sea, a little east of the Strait. A week passed by without any incident worthy of record. At length a change came.

Thursday, Nov. 19th.—At 3.30 P.M. boarded the English ship Avalanche (transferred) two or three days from Singapore, with newspapers from England of the 10th

of October—only forty days! Gratified at the general good aspect of the news, and particularly at our victory at Chickamanga. Reports several American ships laid up at Singapore, and a general stagnation of American trade. This ship came to anchor some two miles astern of us, and we sent off the prisoners of the Contest by her, the Master consenting to take them for a chronometer which I sent him. He will probably put them on shore at Angra Point. We first hoisted the Dutch flag, and sent a German, Master's Mate we had on board of him; but the Master, when told that we were a Dutch ship of war, said, "Oh! that wont do; I was on board of her in Liverpool, when she was launched!"

Friday, Nov. 20th.—Lowered and rigged the cutter, and sent her to board a couple of barques, which reported four American ships at Bankok; there about to lay up, lest

they should fall in with us, and one American ship at Manilla.

Saturday, Nov. 21st.—At 3 P.M. got under way under sail, with the wind from the south-west.

Sunday, Nov. 22nd.—At 3 A.M. lowered the propeller, and went ahead under steam. Passed within about four miles of Direction Island at 5.15 P.M.

Monday, Nov. 23rd.—At 8 A.M. made Seraia.

Thursday, Nov. 26th.—Lat. 5.36; Long. 111.42, or within fifty miles of dangerous ground, towards which the current is setting us. No anchoring ground. 47 fathoms. After noon, the calm still continuing, let go a kedge in 50 fathoms of water—mud—and veered to 150 fathoms.

Friday, Nov. 27th.—Noon. The struggle against the current is hopeless in the death-like calm that prevails, and so we have come-to again with the kedge.

Sunday, Nov. 29th.—After five days of dead calm, we took the monsoon this morning at daylight, settling in lightly, and at 9 A.M. we got under way, and stood to the northward and westward.

Thursday, Dec. 3rd.—At daylight we discovered a small vessel at anchor near the head of the harbour of the Island of Condore, with French colours, and awnings and other indications of her being a vessel of war. Sent a boat in to examine water. Boat returned at 1 P.M. with the commander of the vessel—a French vessel of war—and I was quite surprised to learn that we had arrived in civilized waters, and that the Island of Condore was in the possession of the French. There was a small garrison of 50 or 60 at the village on the east side. There had been a recent revolt of the natives, the French officers said; and for this reason there were few vegetables or fruits to be had, and most of the natives had be-

taken themselves to the mountains. Got under way and ran into the harbour, the Frenchman politely showing me the way, and anchored in nine fathoms. Got a spring out, so as to present our port broadside to any enemy that might be disposed to violate neutrality, and, to save coal, permitted all the fires to go out. A couple of ships, running before the wind, passed in sight during the day—the ships prudently running a little out of the track to sight the island in this uncertain sea.

Friday, December 4th.—The harbour is picturesque, with mountains rising abruptly from the water to the height of 1800 feet, clothed with dense verdure from water's edge to top, many of the trees being of large size. The soil is very rich, but there is little cultivated land, the mountain-sides being too steep. The French have constructed two or three huts on the northern shore, and a couple of rude jetties, or land-

ing places of loose stone. Landed on one of these to get sight for the chronometers. Found a Frenchman overseeing three or four Chinese seamen chopping wood and thatching a hut. The French make slaves, both here and on the mainland, of prisoners of war. The island is under the government of an *Enseign de Vaisseau.*

The Commander of the Junk is a Midshipman, so that we have gotten among high dignitaries. Landed at noon, at an inviting little sand-beach on the south shore, to get latitude—8° 39′ 10″. Found the ruined hut of a Frenchman, with his grave close by, and his name carved on the bark of a tree on the beach. A picturesque burial spot, amid eternal shades, with the lullaby of the ocean.

Saturday, December 5th.—Amused this morning, watching some sedate old baboons sitting on the sand-beach opposite, and apparently observing the ship very atten-

tively. Large numbers of these caricatures of humanity inhabit these islands; yesterday, when a boat landed, great numbers of young ones were seen gambolling about; but one of the old ones having called out to them, they soon all disappeared in the thick wood. Returned the visit of the Frenchman. He is on board a miserable country craft, of about 40 tons burthen. Sent a boat to the village on the east side to call on the Governor, and see if we could get some fruit and vegetables. Boat returned at night-fall. The village is a mere military port, the native inhabitants, except a few prisoners or slaves, having fled to the mountains, and no supplies were to be had. The Governor's residence is a *thatched* hut, as are all the other houses, with no industry or taste displayed in their structure. A few patches of cultivation were visible—rice, fruit, and cotton—the latter looking rather unpromising. The

destroyers of their rice were the monkeys. There are several varieties of fine large pigeons here, and in abundance. They are beautiful in feather and fat. A common variety has a green back and golden tail. This must be a paradise for monkeys, so abundant is their food in the forests, almost every tree bearing a fruit or nut of some sort. These French officers had heard and believed that we sunk or burned every ship we took, *with all on board*, and received the Paymaster rather coolly at first, but became quite cordial when they observed we were *Christians*, and did not commit this wholesale murder.

Sunday, December 6th.—Another lonely Sabbath-day—lonely, though in the midst of one hundred and fifty people. Away, away from home, by half the circumference of the globe! One of the most frequent and unpleasant of my experiences since I entered the China Sea, is an *oppressive* sense of *great*

distance from home, and the utter strangeness of everything around me, almost as though I had entered another planet."

Monday, December 7th.—The commander of the island, M. Bizot, visited me to-day. He is an agreeable and intelligent young man of twenty-four or five years of age, and appeared very friendly and expressed sympathy for our cause. His position is a flattering one for a man of his age and rank, and he seems to have entered upon his duties with pride and zeal. He brought me a chart of the island, surveyed last year. The French have been in possession two years and a half. He spoke of my having hoisted the English flag upon first anchoring, and seemed surprised that we had not heard of the possession of the island by the French, which, he said, had been notified to all the Powers. I pleasantly told him that I had had some notion of taking possession of it myself, but that I had found

the French ahead of me. He brought down for me the welcome present of a *pig* and some little fruit, and told me he had a *potato patch* on shore, which he would share with me. Fresh provisions of all kinds are so scarce here that I fear my generous friend has been robbing himself. He told me that he had one hundred and forty *forçats*—slave-prisoners—at the village, whom he meant to put to good use in constructing store and dwelling-houses, &c. The hunters brought on board to-day an East India bat, or vampire, measuring two feet ten inches from tip to tip of wing. Its head resembled that of a dog or wolf more than any other animal, its teeth being very sharp and strong. Among the curiosities of the island is a locust, that has a whistle almost as loud as that of a railroad.

Tuesday, Dec. 8th.—The Commander of the Junk came on board, and brought me a couple of fowls. The apes here are very

large, and quite fierce. They will not run from you, but come around you, and grin and chatter at you. An officer shot one, and he died like a human being, throwing his hands over his wound and uttering piercing cries! This monkey was afterwards buried in the sand by his comrades, though the interment was not quite complete when the operators were interrupted. This is the reason why nobody ever sees a dead monkey, any more, as the Singhalese proverb says, than a white crow or a straight cocoa-nut tree. A curious vegetable product was brought on board to-day, it being to all appearance a finely-made Havana cigar. The fibre is woody, covered with a smooth bark, and the colour of dark tobacco. It comes from the tree perfect in shape, and is not a seed-pod or fruit. One is at a loss to conceive its use or functions. The illusion caused by its appearance is perfect. We had no success with the sieve, the fish here

being all jumpers, and jumping out of the net.

Wednesday, Dec. 9th.—The excessive heat and moisture of the climate here is very enervating. We begin to feel its effects already. It weighs upon us like a vapour-bath, and we feel indisposed to take the least exercise; a walk on shore of half a mile or so quite overcomes us.

Thursday, Dec. 10th.—At about 2.30 P.M. a French steamer passed the Gap, going to the southward. Afterwards informed by the Commander that it was the mail steamer from Saigon, for Singapore. The Saigon people are expecting us there.

Friday, Dec. 11th.—In the afternoon the Commander and Surgeon came on board, bringing us a *bullock!* and some vegetables.

Sunday, Dec. 13th.—The crew dined off the Commander's bullock to-day, being the first meal of fresh meat since leaving Simon's Town, nearly three months ago;

and yet we have *no one* on the sick list!. Causes—good water, temperance, strict government, and, as a consequence, a reasonable degree of contentment, and moderate and constant employment. The crew has had several runs on shore, too, without the possibility of getting drunk. A present of cocoa-nuts this morning from the Commander. This young Frenchman is very attentive to us.

Monday, Dec. 14th.—To-day we applied the principle of the coffer-dam to the replacement of the copper around our delivery or blow-pipe, some three feet below water. The operation proved quite simple and easy of accomplishment. Getting ready for sea. The news of our "whereabouts" probably reached Singapore on the evening of Saturday, and it is only two days from Singapore here, for a fast steamer; and so, whilst the enemy, should there be one at Singapore, is coming hitherward, we must be going

thitherward to seek coal and provisions.

Tuesday, Dec. 15th.—At daylight got under way, under sail, and stood out of the harbour—lighting and banking the fires. On account of our proximity to the shore, and the very light breeze, we had barely room to pass the point—not more than a ship's length to spare, in case we had been obliged to let go our anchor. I felt quite nervous for a few minutes, but held on, and we caught a light breeze that soon sent us ahead out of danger.

Well, we are on the sea once more, with our head turned *westward*, or *homeward*. Shall we ever reach that dear home which we left three years ago, and which we have yearned after so frequently since? Will it be battle, or shipwreck, or both, or neither? And when we reach the North Atlantic, will it still be war, or peace? When will the demon-like passions of the North be stilled?

These are solemn and interesting questions for us, and an all-wise Providence has kindly hidden the answers behind the curtain of Fate. A lengthened cruise would not be politic in these warm seas. The homeward trade of the enemy is now quite small—reduced probably to twenty or thirty ships per year; and these may easily evade us by taking the different passages to the Indian Ocean, of which there are so many, and so widely separated. The foreign coasting trade (as between one port in China and another, and the trade to and from Calcutta and to and from Australia,) besides facilities for escape, are almost beyond our reach—at least we could only ransom the ship, the cargoes being all neutral—that is to say *such of them as get cargoes, now not many.* And then there is no cruising or chasing to be done here successfully, or with safety to oneself, without plenty of coal; and we can only rely upon coaling once in three months

at some English port. At the other ports there would probably be combinations made against us, through the influence of the Yankee Consuls. So I will try my luck around the Cape of Good Hope once more; then to the coast of Borneo; and thence perhaps to Barbadoes, for coal; and thence ——? If the war be not ended, my ship will need to go into dock, to have much of her copper replaced, now nearly destroyed by such constant cruising, and to have her boilers overhauled and repaired; and this can only be properly done in Europe. Our young officers, who had had so agreeable a change from the cramped ship to the shores and forests of Condore, with their guns and their books, had become so attached to the island that they left it with some regret.

CHAPTER XIII.

In the East—Aor—Marine nomads—Suspicious—At Singapore — A busy city—Chinese merchants — Whampoa and Co.—Calculating machines—Under way—The Martaban of Maulmain—Transformation —The Texan Star—Evasive—Getting at the truth —Confusion—Malacca—The Sonora—To the Cape.

THE Alabama was now steering for Singapore, and for three or four days kept her course without the occurrence of anything particularly noteworthy. On the 19th December she anchored for a time in the bay on the south-east side of the island of Aor, with its lofty hills clothed with green to their summits, and its little sandhills and groves of cocoa-nut trees. The island is unclaimed by any European nation.

Sunday, Dec. 20th.—To-day being Sun-

day, and the weather being still thick, and blowing, I have resolved to remain until to-morrow before making the run for Singapore. Weather improved this morning, however, and the barometer going up. Several islands visible that were hid from us yesterday. Pulo Aor looking beautiful and picturesque. Some of the natives on board with their scant stores of fowls, eggs, and cocoa-nuts. They are larger than the natives of Condore, and stouter and more developed, but with countenances not very prepossessing. The Governor, a rough-looking, middle-aged fellow, above the common height, pulled out some greasy papers, the recommendations of former visitors, and desired that I also would give him one, which I declined, as I knew nothing about him. Their canoes are light and graceful, and occasionally they present quite a picture with their gaily-dressed or half-dressed occupants. We heard their tom-toms and

banjoes last night as evening set in, but a music much sweeter to our ears was a chorus from some *frogs*, with notes somewhat finer than their relatives on our side of the earth. These islanders are nothing more than marine nomads, that lead an idle, vagabond life, intermixed with a good deal of roguery. They have a fine *physique*, as might be supposed from their open-air mode of life, in which they have plenty of healthful exercise without being overworked, as Mother Nature feeds them spontaneously, and they require little more clothing than they brought into the world with them.]

In the afternoon some of the officers visited the shore, and were hospitably received. There were from ninety to one hundred natives, men, women, and children, visible, and there were probably as many more on the other side of the island, as they have a S.W. monsoon vil-

lage there. They seemed to have plenty of fowls, and they are very expert fishermen. They were gambling—such a thing as labour being out of the question. The island seems originally to have been a solid mass of rock, the rocky walls of the mountains peeping out in many places from the midst of the dense forest, and gradually as time and the elements disintegrated portions of it, plants and trees took root, until the island became what it is now, a mass of luxuriant vegetation. There were some fine large boats carefully hauled up on the beach, quite large enough for piratical purposes, for which they were probably intended, and some swivels were lying near the chief man's door. The cocoa-nut tree has climbed the mountain sides, and waves its feathery foliage from the crests of the ridges. It is food, and cordage, and light to the natives. Several delightful little valleys presented themselves, upon which,

and on the adjacent steeps of the mountains, were thatched huts. Probably to the mere animal part of our nature, the life that these people lead is happier than any other; wants few and easily supplied, labour not too pressing, and the simple tastes satisfied with such pleasures as they find.

Rain, rain, in the afternoon. Most of the moisture is deposited on the mountain-tops, and the clouds sweep over it. And now for Singapore, God willing.

Monday, Dec. 21st.—At 3.30 A.M. we got under way, under steam and sail, and steered S. by E. 32½ miles, South 18 miles, and S. by W. 14 miles; and the weather setting in very thick, with heavy rain, obscuring all things, we were obliged to come to in 10½ fathoms, with the north point of Bintang island bearing, and within 11 miles by computation of the Pedra Branca light-house. We have thus to war against the weather as well as our enemies. Soon after

daylight we made a ship-rigged steamer on our port bow, bound also for Singapore. She anchored near us astern. It clearing a little at noon, we got hold of the marks and got under way, and taking a Malay pilot, anchored off Singapore at 5.30 P.M.

Tuesday, Dec. 22nd.—At 9.30 A.M. the pilot came on board, and we ran up into New Harbour alongside of the coaling depôt, and commenced coaling. Singapore is quite a large town, with an air of prosperity—a large number of ships in the harbour. The country is beautiful, and green, with an abundance of fine fruit, &c.; the country around highly improved with tasteful houses and well-laid-out grounds. The English residents call it the Madeira of the East, in allusion to its healthfulness. Some twenty-two American merchant ships here, most of them laid up! The Wyoming was here twenty days ago, and left for Rhio Strait, where she remained for some days.

Finished coaling last night, the operation having occupied no more than ten hours. Received provisions.

Wednesday, Dec. 23rd.—Weather variable, with occasional showers of rain—raining heavily in the afternoon. Visited the city, and was astonished at its amount of population and business. There are from eighty to one hundred thousand Chinese on Singapore island, nearly all of them in the city, from twelve to fifteen thousand Malays, and about fifteen hundred Europeans. Singapore being a free port, it is a great *entrepôt* of trade. Great quantities of Eastern produce reach it from all quarters, whence it is shipped to Europe.

The business is almost exclusively in the hands of the Chinese, who are also the artisans and labourers of the place. The streets are thronged with foot-passengers and vehicles, among which are prominent the ox, or rather the buffalo cart, and

the hacks for hire, of which latter there are nine hundred licensed. The canal is filled with country boats of excellent model, and the warehouses are crammed with goods. Money seems to be abundant, and things dear. They are just finishing a tasteful Gothic church, with a tall spire, which is a notable landmark as you approach; they are also completing officers' quarters on a hill which commands the town. Barracks for three or four regiments lie unoccupied a couple of miles outside the city, and a large court-house.

The moving multitude in the streets comprises every variety of the human race, every shade of colour, and every variety of dress, among which are prominent the gay turbans and fancy jackets of the Mahomedan, Hindu, &c. Almost all the artisans and labourers were naked, except a cloth or a pair of short trousers tucked about the waist. The finest dressed

part of the population was decidedly the *jet-black*, with his white flowing mantle and spotted turban. The upper class of Chinese merchants are exceedingly polite, and seem intelligent. I visited the establishment of Whampoa and Co. Whampoa was above the middle height, stout, and with a large, well-developed head. I was told that his profits some years amounted to forty or fifty thousand pounds! He was sitting in a small, dingy, ill-lighted little office on the ground-floor, and had before him a Chinese calculating machine, over the numerous small balls of which, strung on wires, he was running his hands for amusement, as a gambler will sometimes do with his checks. At the suggestion of the gentleman who was with me, I requested him to multiply four places of figures by three places, naming the figures, and the operation was done about as rapidly as I could write down the result.

Their shaved heads, and long queues, sometimes nearly touching the ground, are curious features of their personal appearance. The workshops front upon the streets, and in them busy, half-naked creatures may be seen, working away as industriously as so many beavers all day long, seeming never to tire of their ceaseless toil.

Amid all this busy population I saw but one female in the streets, and she was of the lower class. Dined in the country with Mr. Beaver. The ride out was over good roads flanked by large forest and ornamental trees, among which was the tall, slender, graceful palm of the betel-nut. The Botanical Gardens are on an elevation commanding a fine view of the town and the sea, and are laid out with taste, ornamented with flowering trees and shrubs, and flowers. Hither a band of music comes to play several times a week, when the townspeople turn out to enjoy the scene.

A few miles beyond the town the whole island is a jungle, in which abounds the ferocious Bengal tiger. It is said that one man and a half per day is the average destruction of human life by these animals. Visited opium-preparation shop. It pays an enormous licence.

All this beauty fails to reconcile the European lady to this country, I was told. The eternal sameness of summer, and the heat and moisture, weigh upon them, and their husbands being away all day on business, they pine for their European homes. The life seems agreeable enough to the men. The Governor of the "Straits Settlement" is a Colonel.

Thursday, Dec. 24th. — Cloudy; five of my men deserted last night. The Kwang-tung got under way at 8½ A.M., and we followed her, and steered for the Strait of Malacca. Several sails in sight; Malay pilot on board. Passed

the Kwang-tung very rapidly. At about 1 P.M. we fired a gun and hove to an American-looking barque, under English colours, with the name, "Martaban, of Maulmain," on her stern. Sent a boat on board; and the officer reporting that she was an American-built ship, with English register, and that the Master refused to come on board, I went on board myself to examine the case. There being no bill of sale, the transaction being recent, the Master and Mate, &c. being Americans, I had no doubt that the transfer was fraudulent, and captured and burned her. The cargo had no paper on board connected with it, except the ordinary bill of lading. It consisted of rice, and was shipped in Maulmain by a Mr. Cohen, and consigned to his order at Singapore, whither the ship was bound. Of course, the cargo followed the fate of the ship under such circumstances. Upon examination of the Master

(Pike), under oath, he admitted that the transfer was a sham, and made to protect the ship from capture. At 11.30 P.M. came to anchor about four miles distant from Malacca, bearing N., in fifteen fathoms water, for the purpose of landing our prisoners.

The boarding officer's journal furnishes the annexed description of the interview with the Master of the prize:—

I was sent on board to examine her papers. The barque was American built, had a new English flag, and on her stern was painted "Martaban, of Maulmain." We knew that many Yankee vessels had been transferred to English owners, and of course had to have an English flag; but the question arose—Was there not some jobbery in this case? Nearing the Martaban I saw that she was newly painted; pulling round and under her stern, I saw that a name had been painted over, but could not see what the name was.

I further observed that the last four letters of Maulmain had been painted much more recently than the other ones, so I determined to most rigidly scrutinize her papers. Upon my arrival on board, I inquired after the Captain's health, and then expressed a wish to make a few inquiries respecting his vessel.

He with the utmost affability was equally ready to afford me any information required, at the same time informing me I should find "everything correct." The vessel I found was the Martaban of Maulmain, Captain Pike, from Maulmain to Singapore, rice laden. I then requested to see the ship's papers, which request was readily granted. Accordingly the register, clearance bills of lading, and crew list, were speedily produced and examined, not omitting the Master's certificate. These but corroborated what I previously knew. Putting a few questions to the Captain, and comparing his answers

with the papers, I learned the following facts—viz., that the barque was American built, that she had been upwards of five months in Maulmain; that she had been transferred on the 10th December, after the cargo was in, and on the day in which she cleared, and only one day previous to her sailing; that the captain had no certificate or bill of sale, nor, in fact, any papers respecting the transfer on board; that he, the Captain, was an American, and had commanded the barque previous to her transfer.

Taking the register up again and closely scrutinizing it, I observed what had previously escaped my attention—viz., that the register, which is a printed form, with spaces for written insertions, had been first written with a lead pencil, and over that with ink. No professional registrar or shipmaster would, I felt certain, have so prepared it. Looking again at the crew list I made

another discovery, that all the names of the crew were written in one handwriting, from the mate to the boys. Now I well knew that some of the crew, and especially the mates, would be able to write, and of the mate's ability to use a pen I speedily satisfied myself by making him produce his log-book, wherein his name, &c. was written; or, if unable to write, the usual X, his mark, would have been affixed to each name. I had now no doubt about the papers, believing them to be false. I then requested the Master to take his papers and go on board the Alabama, which, however, he positively refused to do, unless forcibly compelled; stating that "this was an affair that flag (pointing to the English colours flying at his peak) wouldn't stand." He still persisting in his refusal to go on board our ship, I took possession of his vessel, pending Captain Semmes' decision.

Finding that the Mountain wouldn't come

to Mahomet, Mahomet went to the Mountain; for, after calling a man out of my boat and stationing him at the wheel, I dispatched the boat back to the Alabama with a report of the irregularity of the papers, and a request for further instructions. To my surprise, Captain Semmes came himself and stopped at the gangway, and told the Captain he had come to examine the ship's papers. Captain Pike signifying his assent, we went into the cabin, and the papers being produced, I pointed out some of the discrepancies and acts previously mentioned.

Captain Semmes then sharply interrogated Pike, insisting upon additional documents to prove the legality of the transfer. None being forthcoming, Captain Semmes put some questions, as only a lawyer can (Captain Semmes not only having studied, but practised law), the answers to which only convincing Captain Semmes that what he had suspected was true—viz., that the

ship was sailing under false colours, and was to all intents and purposes an American vessel.

Captain Pike of course protested, to which Captain Semmes replied by ordering the destruction of the vessel. Captain Semmes returning to the Alabama, I ordered the English flag to be hauled down, and directed the Mates and crew to pack their luggage, and hold themselves in readiness to go on board our ship. The First Lieutenant coming off, our boats got off a few stores, and the prisoners were transferred to the Alabama.

By 5.20 had applied the torch, and regained our ship 5.30. The steamer Kwang-Tung was observed near our burning prize. We then shaped our course for Malacca, intending to land our prisoners there

About 7.30 the same evening, Mr. Smith, captain's clerk, and self had the boatswain and a seaman down in the

steerage; and, putting them on oath, obtained the following additional particulars—viz.: that they shipped on board the Martaban at Hong Kong and Singapore respectively; that she was then an American vessel, and called the Texan Star, of Galveston or Boston (she having had two American registers); that she left Maulmain as the Texan Star, and on leaving there hoisted American colours; that the name Martaban, of Maulmain, was painted by the captain's nephew two days after leaving that port; that the English flag was hoisted for the first time when the Alabama hove in sight this day; and that no articles were signed by them at Maulmain; nor, indeed, was any agreement made by the crew to serve in a British vessel, all hands, in fact, believing her to be American. The Mate having also made a few admissions, they and the preceding depositions were shown to Captain Semmes, who, after sending for Captain

Pike, put the following questions to him—viz.:

What is your name?—Samuel B. Pike.

Where were you born?—At Newbury Port, Massachusetts.

Are you a naturalized citizen of any foreign government?—I am not.

How long have you been in command of the Martaban, formerly the Texan Star?—Two years and a half.

In what part of the United States was the Texan Star registered?—She was built and registered at Boston.

Has she but one register in America?—There was a change of owners, and she has had two American registers.

Who were the owners under the last American register?—John Alkerm, Samuel Stevens, George L. Rogers, and myself.

What proportion of the ship did you own?—One-sixth.

When did you sail from the last port in

the United States?—A year ago last July.

It is stated in the present British register that Mr. Mark Currie is the owner?—That is as I understand it.

Do you state upon your oath that the sale was a *bonâ fide* sale?—I do not state that.

Do you not know that it was intended merely as a cover to prevent capture?—Yes, I do know it.

This closed the matter; nothing more was necessary. Here was admission enough to destroy any legal doubt that might have arisen from the destruction of a vessel under the English flag. What added to our triumph was the copy of a letter from Captain Pike to his owners, in which he stated that "he had taken such precautions as would deceive Semmes and all the Confederates." Had the Texan Star escaped, how Yankee cuteness would have been extolled! Why, as the Bostonians have presented a gold

chronometer to the master of the barque Urania for such a daring deed as hoisting the American flag over his American vessel in a neutral port (Cape Town), whilst the Alabama was lying there, I say, had the Texan Star escaped from the Alabama, nothing short of the Presidency, or a statue in marble, or the deed graved in letters of gold, or some other equally ridiculous token of admiration, would have awaited the gallant master, and the fame of his clever trick would have been handed down to Yankee posterity.

Captain Semmes thus resumes his diary on the 25th December:—At daylight sent the prisoners of the Texan Star on shore, with a note to the Commander. Malacca is a pretty little village, or at least the sea-point, viewed from our anchorage, with a picturesque hill in the rear, on which is situated the fort and lighthouse. The flag-staff was decorated with flags and sig-

nals in honour of Christmas Day. A couple of boats with some English officers and citizens ran off, and visited us for a few minutes. Got under way at 9.30, under steam; at night anchored near Parceelar Hill in 25 fathoms water.

Saturday, December 26th.—At 6 A.M. got under way, and stood out for the lightship, and soon made a couple of American-looking ships ahead, at anchor; steamed up to the first, which refused to show colours. Sent a boat on board, when she proved to be the American ship Sonora, from Singapore. Captured her, and steamed to the second, which in like manner refused to show colours. Upon sending a boat on board, she proved to be the American ship Highlander, also from Singapore. Captured her. Both of these ships were very large, being over a thousand tons each. They were both in ballast, bound to Aycaab for rice. At 10 A.M., having sent off the crews

of the two prizes in their own boats, at their own election, fired the ships, and steamed out. Passed the lightship at about 11 A.M., and discharged the pilot.

From the 26th December to the 13th of January the Alabama steadily pursued her course, meeting with little adventure. Only four sail were seen in the period, and these all proved to be neutrals. On the last day of the year 1863. the North Indian Ocean was entered, and the ship's head once more laid in the direction of the Cape.

CHAPTER XIV.

The Emma Jane — Quilon — An alarm — Landing prisoners—Johanna and Mohilla—Friendly authorities—Slavery—A trading monarch—Distance lends enchantment to the view—Cousins-germain of the Sultan—Prince's gardens—Mahommedan sympathy —Off again

On the 14th January, as the Alabama was lazily drifting in a north-easterly direction, near the Malabar coast, a ship was discovered running down towards her. The useful decoy—the United States flag—was at once hoisted, and the same colours were run up by the stranger. A gun brought the Yankee vessel to, and the Alabama forthwith took possession of the Emma Jane of Bath, Maine, bound from Bombay to Amherst in ballast, and at 8.30 P.M. the prize was set fire to.

About this period the cruiser experienced

a series of calms, and she drifted with the current rather than sailed. On the 16th of January the Ghaut Mountains were made, and Captain Semmes makes the following entry in his journal.

Saturday, January 16th.—At meridian made the town of Quilon, and bore up east ½ south for the town of Angenga, which we made about 2 P.M. At 4.30 came-to in the road abreast of the fort, and despatched a Lieutenant on shore to see about landing my prisoners. In the evening the residing magistrate's son came on board, and I arranged the matter with him. There being no external trade or shipping at Angenga, the prisoners could not well get away by sea; but my visitor stated that there was lagoon navigation inland all the way to Cochin, some seventy-five miles to the northward, and that at Cochin there were always means of reaching Bombay and other ports. Native boats were passing every day between Angenga and Cochin, and if I

would send the necessary provisions on shore for the prisoners, his father would see them transported to Cochin. I sent a Lieutenant on shore after night with the son, to arrange the matter with the father; and as the boat was delayed much beyond her time, and we heard some firing as of revolvers and muskets, and as there was also some surf running, I became uneasy, and despatched the First Lieutenant in another boat to look into the matter. The chief magistrate had only been at public worship—the cause of the detention of the boat. Both boats returned about 11.30 P.M.

Sunday, January 17th.—At daylight I sent all the prisoners on shore, where they were landed apparently in the presence of half the village—the native boats taking them through the surf—and at 9.30 got under way. The town of Angenga was formerly of some importance as a shipping port for the produce of the country—cocoa-nut oil, pepper, &c. But all its trade has

passed to its more prosperous rival—Cochin: It is about fifty miles from Travancore, the residence of the Rajah. There is water communication all the way, and the journey is generally made (in canoes) in the night to avoid the heat of the sun. The natives are nearly as black as the Africans, but with straight hair and European features. A large number of them visited the ship this morning. They were fine specimens of physical development, and wore scarcely any other covering than a cloth about the loins. They were sprightly and chatty, and in their quaint canoes made quite a picture.

On the 17th January the Alabama left Angenga, arriving without further adventure on the 21st at the island of Minicoy, and after three weeks more of fine weather, found herself off the island of Comoro.

* *Tuesday, February 9th.*—At 3.30 A.M. passed in sight of the N.E. end of Comoro.

Soon after daylight made the Islands of Johanna and Mohilla. At 1.30 P.M. came to anchor about three-quarters of a mile from the shore. Despatched the Paymaster to the town to arrange for fresh provisions. In the afternoon visited by several canoes, with a couple of poles lashed across the gunwales, attached to a float in each, to maintain their stability. Stalwart naked negroes were for the most part their occupants. Many of them spoke a little English. Among others, a dignitary of the Church came on board with the compliments of the chief priest (Mahommedan). We made arrangements with him for the supply of the ship. One of his companions asked me to which of the belligerent parties I belonged to, the North or the South. I replied, to the South. "Then," said he, "you belong to the side which upholds slavery." "Yes," said I, "we belong to the country where the black man is better taken care of than in any other part of the world." The churchman

seeing me put on the defensive, as it were, came to my aid, and said: "Oh, we are slave-holders here; being Mahommedans, we have no prejudices that way, our only trouble is, we cannot get slaves enough. The English, who have no control over us, we being an independent government, are strong enough to interfere in everybody's business, and to say to us, that we bring over from the main no more slaves. The slaves themselves would gladly come to us, as they are much better off than under their native chiefs, who are continually making war upon and enslaving one another."

My informant was himself a full-blooded African negro, as black as the ace of spades, but with an immaculate white turban on his head, and the flowing robe and loose jacket of the Mahommedan.

Wednesday, *February* 10*th*.—Visited by the King's Dragoman this morning, who came to pay the respects of the authorities, to say he was glad to see us in Johanna.

In the course of conversation, he was pleased to say that our ship was well known to him, and that the news of our having appeared off the Cape some months ago had driven off all the Yankee whalers, several of which had been accustomed to resort hither. King Abdallah, he said, resided on the east side of the island. The king himself would come to see us, but was very busy just now putting up a sugar-mill, which he had just received from the Mauritius.

The island is a beautiful, picturesque spot. There is quite a mountain in the interior, and the higher parts of Johanna are densely wooded. The mountain-sides being in some places so steep that the tops of some trees touch the trunks and roots of others.

The inhabitants are a mixture of Arabs and negroes. They are intelligent and sprightly, and had not only heard of the American war, but said it bore heavily on

them, as they were now compelled to pay a much higher price for their goods, which are mostly cotton. We have driven away, they say, all their Yankee trade. The Sultan is a young man of twenty-eight, with a moderate harem of only five wives.

Thursday, February 11th.—Visited the town to get sights for my chronometers—which puts the town at 44.26.30 N., just 30″ less than Captain Owen's determination. The town, as viewed from the anchorage, is a picturesque object, with its tall minaret, its two forts, one perched on a hill commanding the town, and the other on the sea-beach, and its stone houses; but the illusion is rudely dispelled on landing. You land on a beach of rocks and shingle, through a considerable surf even in the calmest weather. The beach was strewn with the washed clothes of the ship, and a set of vagabonds of all colour, save only that of the Caucasian, were hanging about looking curiously on. The town is dilapidated and

squalid to the last degree—the houses of rough stones, cemented and thatched; the streets five feet wide, and rendered, as it would seem, purposely crooked.

It was the second day of the fast of Ramadan, and groups of idlers were congregated in the narrow porticoes reading the Koran. The language, which is peculiar to the island, is very soft and pleasing to the ear. We visited one of the principal houses. The walls were filled with a number of small niches, receptacles for everything imaginable—coffee-cups, ornaments, &c. A number of couches were ranged round the room.

A crowd of half-clad, dirty children gathered round us, but no female made her appearance. We took our sights among the gaping multitude, all of whom were very civil and polite, and returned on board about 5 P.M., having seen all the outside life that was to be seen at Auzuan. The inside life was, of course, out of our reach.

Upon coming on deck this morning I

was struck with the soft picturesque beauty of the hills, as shone upon by the morning sun lighting up their tops and sides, and throwing the valleys and ravines into shade. At night I am lulled by the roar of the sea upon the beach. It is delightful to sniff the fragrance of the land as it comes off to us upon the dew-laden wings of the softest of breezes: My fellows on shore looked rueful and woe-begone—nature had no charms for them—there was no liquor to be had! If I were to remain here long, I should send them on shore as a punishment.

Friday, February 12th.—This is the Mahommedan Sabbath, but they do not keep it so grimly as the Puritans. We had a number of visitors on board, and among others, several princes, cousins-german of the Sultan, one of them being the Commander-in-Chief of the army. He gave me an account of the affair of the Dale. Some years ago two Yankee whalers came in. One of them obtained provisions to the

amount of two hundred and fifty dollars, telling the people he was too poor to pay for them in money, but that he would give them a bill on the Consul at Zanzibar. To this they assented; the skipper then ran off with his ship in the night, without giving the bill. They seized the other Captain and took him on shore, to keep him as a hostage while his ship should go in pursuit of the runaway and get the promised bill. But they thought better of it in a few hours, and released him. The Dale came the next season and demanded twenty-five thousand dollars, threatening to burn the town if the money were not paid. They could not pay them, there being probably not so much money in the island. The Yankees then set fire to one end of the town, cannonaded the fort, doing some damage, and withdrew. This is about the usual origin of Yankee shipmasters' complaints to their government. I made a present of a captured Yankee clock to each of the princes, and gave them a package of

writing-paper. They seemed anxious to get some finery for their wives, but I told them we were not in that line, like Yankee whalers.

Saturday, *February* 13*th*.—Visited the town again to-day. Called at the houses of a couple of the princes, in which I found everything dirty, with an attempt at tawdry finery. A black *houri* was set to fan me. We were served with rose syrup. Walked to the prince's garden—a beautiful wilderness of cocoa and betel nuts, sweet orange and mango, with heterogeneous patches of rice, sweet potatoes and beans, and here and there a cotton plant. Two or three slave-huts were dotted about, and walls of loose stones ran along crooked lanes and bye-ways. As we came off, some of the inhabitants were at evening prayer, and others preparing to take their evening meal. People met us everywhere with kindly greetings, and the Cadi, a venerable-looking old man, wished me a safe return to my own country.

Sunday, February 14th.—Visited in force again to-day by the princes, and other chief men. In the afternoon the high-priest visited me. He was a fine-looking man—Arab by descent—with a well-developed forehead, and easy, gentlemanly bearing. He wore a sword, and was evidently looked upon with great respect by his attendants. He expressed much sympathy with our cause, and said he would pray to Allah for our success. The Yankee whalers, he said, invariably stole some of their slaves. Said they could not do very well without the whalers, as they were the only traders to the island, and brought them many useful things.

Monday, February 15th.—Received on board some bullocks and fruit; paid our bills, and were taken leave of affectionately by the simple people. At meridian moved out of the anchorage under steam, amid the cheers, given in real English fashion, by the many boatmen that surrounded us.

CHAPTER XV.

"Man overboard!"—Blowing hard—Three Years—Wearing out—The Cape again—Seizure of the Tuscaloosa—Towards Europe—War news—What the Alabama effected—Case of the Rockingham—The last capture—The Tycoon—Nineteen overhauled—In the Channel—At Cherbourg.

From the middle to the 28th February there was but little excitement on board the Alabama. On that day the usual routine of life on a man-of-war was broken by the cry of "Man overboard." The vessel was at once hove to, but before a boat could be lowered a gallant fellow, Michael Mars, leapt overboard, and swimming to the rescue of his shipmate, fortunately succeeded in saving the man's life.

On the 3rd March they saw the first Cape Pigeon and Albatross, and on the 4th Captain Semmes writes as follows:—

The gale still continues, though moderating very fast; sea not so turbulent, though the surf is thundering into it now and then, and keeping the decks flooded. 'Tis three years to-day since I parted with my family in Washington, on the day in which Washington's great republic was humiliated by the inauguration as President of a vulgar democratic politician, in whom even the great events in which, by a singular destiny, he has been called to take a part, have not been able to sink the mountebank. These three years of anxiety, vigilance, exposure, and excitement, have made me an old man, and sapped my health, rendering repose necessary, if I would prolong my life. My ship is wearing out, too, as well as her commander, and will need a general overhauling by the time I can get

her into dock. If my poor services be deemed of any importance in harassing and weakening the enemy, and thus contributing to the independence of my beloved South, I shall be amply rewarded.

The Alabama still kept on through gales, with creaking cordage and jerking tiller ropes, until on the 11th of March the Cape was sighted, off which they were knocked about until the 20th instant; lying in the track of vessels bounding before the gale at the rate of ten or twelve knots an hour, and only able to see them when within a mile of the ship.

Arrived in Table Bay, Captain Semmes received intelligence of the seizure of the Tuscaloosa, upon which he at once wrote a despatch to Admiral Walker.*

The Cape was left on the 25th of March,

* For papers relating to the seizure of this vessel, see Appendix.

the vessel's head being laid towards Europe, and on the 29th the following entry is found in the journal:—

I have at length had a little leisure to read the late papers received at the Cape. The Yankee Government and people, and with them a great portion of the English press and people, seem to have jumped suddenly to the conclusion that we are beaten, and that the war must soon end by our submission! Mr. Lincoln has even gone so far as to prescribe the terms on which our States may re-enter the rotten "concern"—to wit, by a reorganization of the States government by one-tenth of the people. Verily, the delusion of these men in the matter of this war is unaccountable. No power on earth can subjugate the Southern States, although some of them have been guilty of the pusillanimity of making war with the Yankees against their

sisters. History will brand them as traitors and cowards. As for the tone of the English press, I am not surprised at it. England is too rich to be generous. Our war for her is a sort of prize-fight, and she is looking on in about the same spirit with which her "people lately viewed the prize fight between King and Heenan. Hurrah one; well done the other."

From March 29th to April 22nd there were no events calling for special attention, save that on the 16th the intelligence was learned from the master of a French ship that there were no American vessels at the Chincha Islands, though in July, 1863, there were between seventy and eighty American sail there. This speaks volumes of the terror the Alabama had excited.

The night of the 22nd of April was employed in giving chase to a strange sail, which was overhauled at daybreak on the

following morning; and the United States flag having been responded to by a display of the same colours, the Alabama boarded and took possession of the guano-laden ship, Rockingham, which was employed as a target, and then set fire to. The cargo being claimed as the property of neutrals, Captain Semmes examined the ships' papers and entered the following in his journal:—

CASE OF THE ROCKINGHAM.

"Ship under United States colours and register. Is from Callao, bound to Cork for orders, and loaded with guano. This guano purports to be shipped by the Guano Consignment Company to Great Britain. One Joseph A. Danino, who signs for Danino and Moscosa, certifies that the guano belongs to the Peruvian Government; and Her Britannic Majesty's Acting Consul at Lima certifies that the said Joseph A. Danino appeared before him and 'voluntarily declared' that the fore-

going signature is of his own handwriting, and also that the cargo above-mentioned is truly and verily the property of the Peruvian Government.'

"As this is the only certificate of the neutrality of the cargo among the papers, and as nobody swears to anything in this certificate, there is no testimony at all. The ship being enemy's property, and the cargo being presumed to be enemy's property also, from being found on board the ship, it was incumbent on the neutral parties, if there are any such in the case, to have documented their property by sworn certificates; and this rule of law is so well-known, that the absence of an oath would seem to be conclusive as to the fraudulent attempt to cover. Ship and cargo condemned."

This capture was followed by that of the Tycoon, on the 27th of the same month;

and as no claim of neutrality of cargo was made, the ship was burned. This, as it afterwards turned out, was the last of the Alabama's prizes. Nineteen other vessels were overhauled before she reached Cherbourg, but not one of them sailed under the Stars and Stripes. When it is remembered that no less than sixty-five American ships had been taken by the gallant cruiser, it is not much to be wondered at that the Yankee flag was a *rara avis* on the high seas.

From the 25th of May to the 10th of June the Alabama was making her way north, and on the last-named date she was abreast of the Lizard, and was boarded by a Channel pilot. "I felt," writes Captain Semmes, "great relief to have him on board, as I was quite knocked up with cold and fever, and was too ill-qualified physically for exposure to the weather and watching through the night. And thus,

thanks to an all-wise Providence, we have brought the cruise of the Alabama to a successful termination."

Little could Captain Semmes have imagined, when he penned these lines, that the cruising days of his vessel were so soon to end. The vessel entered Cherbourg on the morning of the 11th. Two days after news was received that the Kearsage would shortly arrive there, intelligence which was confirmed next day by the appearance of that vessel.

CHATER XVI.

The Kearsage—Preparations—The iron-clad—State of the Alabama — Out of the harhour — The Deerhound—The Captain's address—Armaments of the combatants—Plan of action—The engagement —Rapid fire—Badly wounded—Sinking—The end of the Alabama—In the water—Gallant conduct—Surgeon Llewellyn—The Deerhound to the rescue —The enemy's boats—Not a wrack—The informing spirit.

It was written that the Alabama was never to behold the ports of her country!

The latest entries in the diary of Captain Semmes are of an interest too great to permit us to exclude them, prior to the narration of the memorable duel which closes the history of a vessel whose renown, short as her career has been, may challenge that of any ship that has spread a sail upon the waters, and casts a lustre even upon

the heroic history of the Confederate States.

On Tuesday, June 14th, Captain Semmes writes:—

"Great excitement on board, the Kearsage having made her appearance off the eastern entrance of the breakwater, at about 11 A.M. Sent an order on shore immediately for coal (one hundred tons), and sent down the yards on the mizen-mast, and the topgallant yards, and otherwise preparing the ship for action.

"*Wednesday, June 15th.*—The Admiral sent off his *aide* to say that he considered my application for repairs withdrawn upon my making application for coal, to which I assented. We commenced coaling this afternoon. The Kearsage is still in the offing; she has not been permitted to receive on board the prisoners landed by me, to which I had objected in a letter to the Admiral. Mailed a note yesterday afternoon for Flag-officer Barrow, informing him of my inten-

tion to go out to engage the enemy as soon as I could make my preparations, and sent a written notice to the U.S. consul, through Mr. Bonfils, to the same effect. My crew seems to be in the right spirit, a quiet spirit of determination pervading both officers and men. The combat will no doubt be contested and obstinate; but the two ships are so equally matched, I do not feel at liberty to decline it. God defend the right, and have mercy upon the souls of those who fall, as many of us must!"

It has been denied that the captain of the Kearsage sent a challenge to the Alabama. Captain Semmes, indeed, says nothing of it himself. What the Kearsage did—and with a particular object, there cannot be a doubt—was, as recorded, to enter the breakwater at the east end, and "at about 11 A.M., on Tuesday, she *passed through the west end without anchoring.*" These are the words of a French naval captain, who speaks of what he saw.

Few will deny that among brave men this would be considered something equivalent to a challenge. It was more than a challenge—it was a defiance. The officer we have quoted adds, that "anyone could then see her outside protection." It is easy to see everything after the event. The Kearsage looked bulky in her middle section to an inspecting eye; but she was very low in the water, and that she was *armed* to resist shot and shell it was impossible to discern. It is distinctly averred by the officers of the Alabama that from their vessel the armour of the Kearsage could not be distinguished. There were many reports abroad that she was protected on her sides in some peculiar way; but all were various and indistinct, and to a practical judgment untrustworthy. Moreover, a year previous to this meeting, the Kearsage had laid at anchor close under the critical eye of Captain Semmes. He had on that occasion seen that his enemy was not artificially defended,

He believes now that the reports of her plating and armour were so much harbour-gossip, of which during his cruises he had experienced enough.

Now the Kearsage was an old enemy, constantly in pursuit, and her appearance produced, as Captain Semmes has written, great excitement on board the Alabama. And let us here call attention to what the officers and men of the illustrious Confederate ship had been enduring for the space of two years. During all this time they had been homeless, and without a prospect of reaching home. They had been constantly crowded with prisoners, who devoured their provender—of which they never had any but a precarious supply. Their stay in any neutral harbour was necessarily short as the perching of a hawk on a bough. Like the hawk's in upper air, the Alabama's safety as well as her business was on the high seas. Miserably fed, hunted, eluding, preying,

destroying—is this a life that brave men would willingly have to be continuous? They were fortified by the assurance of a mighty service done to their country. They knew that they inflicted tremendous damage upon their giant foe. They were, perhaps, supported by the sense that their captain's unrivalled audacity had done more harm to the United States than the operations of many thousand men. But their days were wretched; their task was sickening; it demands an imagination that can fix its eye upon stern, barren duty as a planet never darkened, always visible, for such a life as this to be carried on uncomplainingly and without a passionate longing for the bare exercise of hard blows. In addition, they read of the reproaches heaped upon them by comfortable shore-men. They were called pirates, and other gloomy titles. The execrations of certain of the French and English, and of all the United States press, sounded in their ears across the ocean; but from their own

country they heard little. The South was a sealed land in comparison with the rest of the world. Opinion spoke loudest in Europe, and though they knew that they were faithfully, gallantly, and marvellously serving their country in her sore need, the absence of any immediate comfort, either physical or moral, helped to make them keenly sensitive to virulent criticism, even to that of avowed and clamorous enemies.

It was this state of mind through the whole crew which caused the excitement on board the Alabama when the Kearsage steamed in and out of the breakwater. Now, and at last, our day of action has come! was the thought of every man on board. The chivalrous give and take of battle was glorious to men who had alternately hunted and fled for so dreary a term. They trusted for victory; but defeat itself was to be a vindication of their whole career, and they welcomed the chances gladly.

The application for coal in a neutral port

was in itself a renunciation of any further hospitality from the harbour, as Captain Semmes was aware. The Port-admiral contented himself with pointing it out to him. A duel is not an unpopular thing in France. The prospective combat of two apparently equally-matched ships of war would have been sufficient to have melted any scruples entertained by Frenchmen in authority; they were only too happy to assist towards an engagement between Federals and Confederates, the latter being as popular in France as in England, to say nothing for the sympathy excited for the Alabama. French officers agreed with Captain Semmes in thinking that there was marked offence and defiance in the manœuvres of the Kearsage, and that he could hardly do less than go out and meet her. We have done our best to show that the Captain, whether in his heart he felt the mere chances to be equal or not, was anxious to persuade himself that they were so. He knew his opponent to be

the heavier in ship, battery, and crew, but "I did not know that she was also iron-clad," he says. Personally he desired the battle; the instigations of an enthusiastic crew, unanimous for action, as also of friendly foreign officers, are to be taken into account. Those who venture, now that we are enabled to measure by results, to cast blame upon him, should first, in justice, throw themselves into his position. President Davis may deplore the loss of a vessel that did a mighty service, but we doubt not that he will endorse the honourable words of Mr. Mason in his justification of Captain Semmes, and rejoice that the man who was the ship, is saved for further service to the Confederacy.

On Sunday, in the morning, being the 19th June, the Alabama steamed out of Cherbourg harbour by the opening to the west, and steered straight to meet the Kearsage, accompanied by the French iron-clad

La Couronne. The late foul weather had given way to a gentle breeze, and the subsiding swell of the Atlantic wave under a clear sky made the day eminently favourable for the work in hand. All Cherbourg was on the heights above the town and along the bastions and the mole. Never did knightly tournament boast a more eager multitude of spectators. It chanced fortunately that an English steam-yacht, the Deerhound, with its owner, Mr. John Lancaster, and his family, on board, was in harbour at the time. The Deerhound followed the Alabama at a respectful distance, and was the closest witness of the fight. Some French pilot-boats hung as near as they considered prudent. At the limit of neutral waters the Alabama parted company with her escort, and the Couronne returned to within a league of the shore.

Left to herself at last, the Alabama made her final preparations for the coming struggle. Mustering all his ship's com-

pany upon the deck, Captain Semmes addressed them as follows:—

"OFFICERS AND SEAMEN OF THE ALABAMA.

"You have, at length, another opportunity of meeting the enemy—the first that has been presented to you since you sank the Hatteras! In the meantime, you have been all over the world, and it is not too much to say that you have destroyed, and driven for protection under neutral flags, one-half of the enemy's commerce, which, at the beginning of the war, covered every sea. This is an achievement of which you may well be proud; and a grateful country will not be unmindful of it. The name of your ship has become a household word wherever civilization extends. Shall that name be tarnished by defeat? The thing is impossible! Remember that you are in the English Channel, the theatre of so much of the naval glory of our race, and that the eyes of all Europe are at this moment upon

you. The flag which floats over you is that of a young republic, which bids defiance to her enemy's, whenever and wherever found. Show the world that you know how to uphold it. Go to your quarters."*

It took three-quarters of an hour for the Alabama to come within range of the Kearsage. At a distance of one mile, the Alabama opened fire with solid shot. The Kearsage took time to reply. After ten minutes the firing was sharp on both sides.

According to the statement of the Captain of the Kearsage, her battery consisted of seven guns—to wit, two 11-inch Dahlgrens—very powerful pieces of ordnance; four 32-pounders, one light rifle 28-pounder.

* The above is a correct report of Captain Semmes' address on this occasion. Various statements have appeared as to the way in which it was received. Captain Semmes states, "The only replies that were made were shouts from the seamen of 'Never! never!' when I spoke of the name of their ship being tarnished by defeat."

She went into action with a crew of 162 officers and men.

The armament of the Alabama consisted of one 7-inch Blakeley rifled gun, one 8-inch smooth-bore pivot-gun, six 32-pounders, smooth-bore, in broadside. The Alabama's crew numbered not more than 120. On this head Captain Winslow speaks erroneously. He sets down the Alabama's crew at 150 officers and men. The Alabama had a formidable piece in the Blakeley rifled gun, but she was destitute of steel shot.

It will thus be seen that there was inequality between the antagonists. Captain Winslow speaks of the Alabama having "one gun more" than the Kearsage. His two great Dahlgrens gave the balance altogether in his favour. But in an estimate of the rival capabilities of the two vessels, the deteriorated speed of the Alabama should be considered as her principal weakness. Cherbourg had done little to repair the copper of her bottom, which spread out in broad

fans and seriously impeded her cutting of the water: and it had been found impossible to do more than patch up the boilers for the day's business. They were not in a state to inspire the engineers with confidence. The Kearsage, on the other hand, was in first-rate condition and well in hand. She speedily showed that she could overhaul the Alabama. In fact, the Alabama entered the lists when she should have been lying in dock. She fought with an exhausted frame. She had the heroism to decide upon the conflict, without the strength to choose the form of it. After some little manœuvring this became painfully evident to Captain Semmes. The Kearsage selected her distance at a range of five hundred yards, and being well protected she deliberately took time and fired with sure effect.

Captain Semmes had great confidence in the power of his Blakeley rifled gun, and we

believe it is a confidence not shaken by its failure to win the day for him. He wished to get within easy range of his enemy, that he might try this weapon effectively; but any attempt on his part to come to closer quarters was construed by the Kearsage as a design to bring the engagement between the ships to a hand-to-hand conflict between the men. Having the speed, she chose her distance, and made all thought of boarding hopeless.

It was part of the plan of Captain Semmes to board, if possible, at some period of the day, supposing that he could not quickly decide the battle with artillery. It was evidently Captain Winslow's determination to avoid the old-fashioned form of a naval encounter, and to fight altogether in the new style; his superior steam power gave him the option. When the Alabama took her death-wound she was helpless. We must interpret the respectful distance maintained by the Kearsage up to the very

last, and the persistent plying of her guns while the side of the sinking ship was visible, as a settled resolution on Captain Winslow's part to trust to guns alone, and throughout, so that a dangerous proximity might be shunned. That much homage was paid by him to the hostile crew, and that his manœuvre was creditably discreet, few will deny.

The crew of the Alabama, seamen and officers, were in high spirits throughout the engagement, though very early the slaughter set in and the decks were covered with blood. Their fire was rapid and admirable. It has been said in the House of Lords by no less a person than the Duke of Somerset, that her firing was positively bad; and that she hit the Kearsage only three times during the action. By Captain Winslow's own admission the Kearsage was hit twenty-eight times by shot and shell—or once to every fifth discharge. No seaman

knowing anything of an actual engagement on the deep will object to the accuracy of such an aim. Had the Kearsage shown the same blank sides as the Alabama, another tale might have been told. Captain Semmes, however, perceived that his shell rebounded after striking her, and exploded harmlessly. This led him to rely upon solid shot. The Alabama not being thus or in any way shielded, was pierced with shell, and soon showed vast rents in her after-part. Her pivot-gun was a distinct mark for the enemy, and a single shell exploding near it killed and wounded half the number of men by whom it was worked. Each ship fought her starboard broadside, and steamed in a circle to keep that side to the enemy. So, for an hour, this, to a distant spectator, monotonous manœuvre continued, without perceptibly narrowing the range. Captain Semmes was standing on the quarter-deck when the chief engineer sent word to say that the

ship was endangered by leakage. The first lieutenant, Mr. Kell, was sent below to inspect the damage. He returned with word that the ship was sinking. Captain Semmes at once ordered the ship to be put about and steered towards shore. But the water was rising in her: the fires were speedily extinguished. The Alabama's shot from slackening had now ceased. It was evident to all on board that she was doomed. To have continued firing would have been to indulge a stupid rancour, and to act in such a manner is not in the nature of a seaman like Captain Semmes. On the contrary, his thoughts were directed towards saving the lives of his crew. He gave command for the Confederate flag to be hauled down.

Many wild stories are being told of something like a mutiny of the crew at this desecration of the Southern banner; of how they implored the Captain to spare them the disgrace of it; and of a certain quartermaster drawing his cutlass, daring any hand

on board to haul down the flag, and being dramatically threatened with a loaded pistol by Mr. Kell, the First-Lieutenant, and so brought to his senses. The fact is, that the flag came down quietly and decorously. All on board perceived that there was no help for it, and that it would be a shocking breach of humanity to imperil the lives of the wounded men.

The general detestation of the Yankee was yet more strongly instanced when the men were struggling for life in the water. The head of every man was pointed away, as if instinctively, from the vessel that stood nearest to rescue him. One who was hailed from the Kearsage with the offer of a rescue, declined it civilly, and made his way for the neutral flag. The men swam as if they had still an enemy behind them, and not one that was ready to save. Tardy as were the boats of the Kearsage in descending to perform this office, they found many of the poor fellows still painfully supporting them-

selves above the surface. Of these, both men and officers, when, after being hauled into the boats, they had dashed the blinding salt water from their eyes and discovered among whom they were, many sprang overboard again, preferring any risk to the shelter of the Federals. Hatred to the flag of the old Union and love of their Captain appear to have been their chief active passions. When taken on board the Deerhound, the question as to the safety of Captain Semmes was foremost in every mouth.

Captain Semmes asserts that shots were fired at the Alabama after the signal of surrender. We will not attempt to substantiate a charge like this: but French officers maintain it to be an undeniable fact that, after the Confederate flag had been lowered, the Kearsage fired no less than five shots into her. We believe that Captain Winslow does not deny the charge; but asserts that he was unaware of the act of surrender. In his letter to the *Daily*

News, he declares the accusation that he had been guilty of this act to be "twaddle" (we quote his own phrase).

The master's mate of the Alabama, Mr. Fullom, was despatched in the dingey to the Kearsage with a request that assistance might immediately be given in rescuing the lives of the wounded men. It was promised, but the fulfilment of the promise, owing, as we trust it may be proved, to circumstances incidental to the fight, was, as we have said, tardy. Captain Winslow expressed himself in kindly terms with regard to his old shipmate in the days when the Union was not a mockery of its name; Captain Semmes having served with him in the same vessel many years back. During Mr. Fullom's absence the Alabama had gone down stern foremost. All the wounded had been stretched in the whale-boat for transmission to the Kearsage. The surgeon of the Alabama, an Englishman, Mr. David Herbert Llewel-

lyn, son of an incumbent of a Wiltshire parsonage, and godson of the late Lord Herbert of Lea, was offered a place in this boat. He refused it, saying that he would not peril the wounded men, and he sank with the Alabama. The rest of the crew, with their captain, were already in the waves. Mr. Lancaster meantime had steamed up to the Kearsage, requesting permission to assist in saving life, and he was soon among them, throwing lines from the yacht, and picking up many exhausted men in his boats. The loss of men by drowning was nineteen, including an officer (Mr. Llewellyn), carpenter, and the assistant-engineer. The loss in killed and wounded was twenty-eight, of whom seven were killed. Not a wrack of the Alabama was secured by the victors in this memorable sea-fight. The captain and his officers dropped their swords into the deep; the men drove their oars into the bottoms of the boats. One spirit—the spirit of the un-

conquerable Confederation of the Southern States—animated all. Not a man who was able to support himself in the water, swam towards the Kearsage.

So sank the Alabama. It would have been glorious for her to have won, but it was not disgraceful that the day went against her. She fought against odds such as brave commanders are not in the habit of declining; she fought to the water's edge. An end like this, and the splendid antecedents she points to, have made her name and that of her captain household words. Her flag has been indeed a "meteor flag," and that it shall "yet terrific burn" we may reckon to be probable, when it is remembered that the informing spirit, of which the good vessel was but the gross body, is alive, and prepared once more to offer himself to the land of his choice for service upon the seas.

APPENDIX.

No. I.

CAPTURES OF THE SUMTER.

ABBY BRADFORD,

Sent to New Orleans. Recaptured by enemy.

Of New York, *from* New York *to* Puerto Caballo. Captured 25th July, 1861, N.E. of Laguayra, Venezuela.

ALBERT ADAMS,

Sent to Cienfuegos. Released by Captain-General of Cuba.

Of Massachusetts. Captured 5th July, 1861, four leagues off Cienfuegos.

ARCADE,

Burned.

Of Maine, *from* Portland, Maine, *to* Guadaloupe. Captured 26th November, 1861, in lat. 20° 27′ N., long. 57° 15′ W.

BEN DUNNING,

Sent to Cienfuegos. Released by Captain-General of Cuba.

Of Maine. Captured 5th July, 1861, four leagues off Cienfuegos.

CUBA,

Sent to Cienfuegos. Retaken by enemy.

Of Maine, *from* Trinidad *to* English Ports. Captured 4th July, 1861, in lat. 21° 29′ N., long. 84° 06′ W.

DANIEL TROWBRIDGE,

Burned.

Of Connecticut, *from* New York *to* Demerara. Captured 27th October, 1861, in lat. 17° 54′ N., long. 56° 30′ W.

EBENEZER DODGE,

Burned.

Of Massachusetts, *from* New Bedford *to* South Pacific (whaling). Captured 8th December, 1861, in lat. 30° 57′ N., long. 51° 49′ W.

GOLDEN ROCKET,

Burned.

Of Bangor, Maine. Captured 3rd July, 1861, in lat. 21° 29′ N., long. 84° 06′ W. Valued at $35,000.

INVESTIGATOR,

Released on ransom bond.

Of Maine, *from* Spain *to* Newport, Wales. Captured 18th January, 1862, in Straits of Gibraltar. Valued at $15,000.

JOSEPH MAXWELL,

Sent to Cienfuegos. Released by Governor-General of Cuba.

Of Pennsylvania. Captured 27th July, 1861, seven miles from Puerto Caballo.

JOSEPH PARKES,

Burned.

Of Massachusetts, *from* Pernambuco *to* Boston. Captured 25th September, 1861, in lat. 6° 20′ N., long. 42° 24′ W.

LOUISA KILHAM,

Sent to Cienfuegos. Released by Captain-General of Cuba.

Of Massachusetts. Captured 6th July, 1861, five miles from Cienfuegos.

MACHIAS,

Sent to Cienfuegos. Released by Captain-General of Cuba.

Of Maine, *from* Trinidad *to* an English Port. Captured 4th July, 1861, in lat. 21° 29′ N., long. 84° 06′ W.

MONTMORENCY,

Released under ransom bond.

Of Maine, *from* Newport, Wales, *to* St. Thomas. Captured 25th November, 1861, in lat. 18° 30′ N., long. 58° 40′ W. Valued at $20,000.

NAIAD,

Sent to Cienfuegos. Released by Captain-General of Cuba.

Of New York. Captured 6th July, 1861, five miles from Cienfuegos.

NEAPOLITAN,

Burned.

Of Massachusetts, *from* Messina *to* Boston. Captured 18th January, 1862, in Straits of Gibraltar.

VIGILANS,

Burned.

Of Maine, *from* New York *to* Island of Sombrero. Captured 3rd December, 1861, in lat. 29° 10′ N., long. 57° 22′ W. Valued at $40,000.

WEST WIND,

Sent to Cienfuegos. Released by Captain-General of Cuba.

Of Rhode Island. Captured 6th July, 1861, five miles off Cienfuegos.

CAPTURES OF THE ALABAMA.

ALERT,

Burned.

Of New London, *from* New London *to* the Indian Ocean (whaling). Captured 9th September, 1862, off Flores. Valued at $20,000.

ALTAMAHA,*

Burned.

Of New Bedford, *from* New Bedford (whaling). Captured 13th September, 1862, in lat. 40° 34′ N., long. 35° 24′ W. Valued at $3000.

AMANDA,

Burned.

Of United States, *from* Manilla *to* Queenstown. Captured 6th November, 1863, in lat. 7° 00′ S., long. 103° 19′ E. Valued at $104,442.

AMAZONIAN,

Burned.

Of New York, *from* New York *to* Monte Video. Captured 2nd June, 1863, in lat. 15° 09′, long. 55° 04′. Valued at $97,665.

ANNA F. SCHMIDT,

Burned.

Of Maine, *from* Boston (*via* St. Thomas) to San Francisco. Captured 2nd July, 1863, in lat. 26° 14′, long. 37° 51′. Valued at $350,000.

ARIEL,

Released on bond.

Of New York, *from* New York *to* Aspinwall. Captured 7th Dec., 1862, off Cape Maize. Valued at $261,000.

BARON DE CASTINE,

Released on bond.

Of Castine, *from* Bangor *to* Cardenas. Captured 29th October, 1862, in lat. about 39° 18′ N., long. about 69° 12′ W. Valued at $6000.

BENJAMIN TUCKER,
Burned.

Of New Bedford, *from* New Bedford (whaling). Captured 14th September, 1862, off Flores. Valued at $18,000.

BETHIA THAYER,
Released on bond.

Of Maine. Captured 1st March, 1863, in lat. 29° 50′ N., long. 38° 31′ W. Valued at $40,000.

BRILLIANT,
Burned.

Of New York, *from* New York *to* Liverpool. Captured 3rd October, 1862, in lat. 39° 58′ N., long. 50° 00′ W. Valued at $164,000.

CHARLES HILL,
Burned.

Of Boston, *from* Liverpool *to* Monte Video. Captured 25th March, 1863, in lat. 1° 22′, long. 26° 08′. Valued at $28,450.

CHASTELAINE,
Burned.

Of Boston, *from* Martinique *to* Cienfuegos. Captured 27th January, 1863, in lat. 17° 19′ N., long. 72° 21′ W. Valued at $10,000.

CONTEST,
Burned.

Of the United States, *from* Yokohama, Japan, *to* New York. Captured 11th November, 1863, in lat. 4° 48′ S., long. 106° 49′ E. Valued at $122,815.

Masters Mate. J. Schroeder

Masters Mate. Max Mulnier

H. H. Llewellyn

Midshipman. E. M. Andersen

Captain's Clerk W. B. Smith

Bey & Son, Lith^rs to the Queen.

London, Published, by Saunders, Otley & C° 66, Brook St^t. W.

COURSER,

Burned.

Of Province Town, *from* Province Town (whaling). Captured 16th September, 1862, off Flores. Valued at $7000.

CRENSHAW,

Burned.

Of New York, *from* New York *to* Glasgow. Captured 26th October, 1862, in lat. 40° 11′ N.; long. 64° 32′ W. Valued at $33,869.

DORCAS PRINCE,

Burned.

Of New York, *from* New York *to* Shanghai. Captured 26th April, 1862, in lat. 7° 36′, long. 31° 57′. Valued at $44,108.

DUNKIRK,

Burned.

Of New York, *from* New York *to* Lisbon. Captured 7th October, 1862, in lat. about 41° 0′ N., long. 53°. Valued at $25,000.

ELISHA DUNBAR,

Burned.

Of New Bedford, *from* New Bedford (whaling). Captured 18th September, 1862, in lat. 39° 50′ N., long. 35° 25′ W. Valued at $25,000.

EMILY FARNUM,

Neutral cargo. Released and made a Cartel.

Of New York, *from* New York *to* Liverpool. Captured 3rd October, 1862, in lat. 39° 58′ N., long. 50° 00′ W.

EMMA JANE,

Burned.

Of Maine, *from* Bombay *to* Amherst (in ballast). Captured 14th January, 1864, in lat. 7° 57′ S., long. 76° 09′ W. Valued at $40,000.

EXPRESS,

Burned.

Of Callao, *from* Callao *to* Antwerp. Captured 6th July, 1863, in lat. 28° 28′, long. 30° 20′. Valued at $121,300.

GILDERSLIENE,

Burned.

Of London, *from* Sunderland *to* Calcutta. Captured 25th May, 1863, in lat. 12° 04′, long. 35° 10′. Valued at $62,783.

GOLDEN EAGLE,

Burned.

Of United States, *from* San Francisco, *vid* Howland's Island, *to* Cork. Captured 21st February, 1863, in lat. 29° 28′ N., long. 44° 58′ W. Valued at $61,000.

GOLDEN RULE,

Burned.

Of New York, *from* New York *to* Aspinwall. Captured 26th January, 1863, off Jamaica. Valued at $112,000.

HATTERAS,

Sunk.

Of United States Navy, gun-boat. Sunk 11th January, 1863, off Galveston. Valued at $160,000.

HIGHLANDER,

Burned.

Of the United States, *from* Singapore *to* Aycaab (in ballast). Captured 26th December, 1863. Valued at $75,965.

JABEZ SNOW,

Burned.

Of Cardiff, *from* Cardiff *to* Monte Video. Captured 29th May, 1863, in lat. 12° 54′, long. 35° 18′. Valued at $72,881.

JOHN A. PARKS,

Burned.

Of Maine, *from* New York *to* Monte Video. Captured 2nd March, 1863, in lat. 29° 25′ N., long. 37° 47′ W. Valued at $66,157.

JUSTINA,

Ransomed.

Of the United States. Captured 25th May, 1863, in lat. 12° 04′, long. 35° 10′. Valued at $7000.

KATE CORY,

Burned.

Of Westport (whaler). Captured 15th April, 1863, in lat. 4° 08′, long. 32° 01′. Valued at $10,568.

KINGFISHER,

Burned.

Of Massachusetts, *from* Fair Haven (on whaling expedition). Captured 23rd March, 1863, in lat. 2° 08′ N., long. 26° 08′ W. Valued at $2400.

LAFAYETTE (1),

Burned.

Of New York, *from* New York *to* Belfast. Captured 23rd October, 1862, in lat. 39° 34′ N., long. 63° 26′ W. Valued at $110,337.

LAFAYETTE (2),

Burned.

Of New Bedford (whaler). Captured 15th April, 1863, in lat. 4° 08′, long. 32° 01′. Valued at $20,908.

LAMPLIGHTER,

Burned.

Of Boston, *from* New York *to* Gibraltar. Captured 15th October, 1862, in lat. 41° 32′ N., long. 54° 17′ W. Valued at $117,600.

LAURETTA,

Burned.

Of Boston, *from* New York *to* Madeira and Mediterranean. Captured 28th October, 1862, in lat. 39° 18′ N., long. 67° 35′ W. Valued at $32,880.

LEVI STARBUCK,

Burned.

Of New Bedford, *from* New Bedford *to* the Pacific (whaling). Captured 2nd November, 1862, in lat. 36° 13′ N., long. 66° 01′ W. Valued at $25,000.

LOUISA HATCH,

Burned.

Of Rochland, *from* Cardiff *to* Point de Galle. Captured 4th April, 1863, in lat. 3° 12′, long. 26° 09′. Valued at $38,315.

MANCHESTER,

Burned.

Of New York, *from* New York *to* Liverpool. Captured 11th October, 1862, in lat. 41° 08′ N., long. 55° 26′ W. Valued at $164,000.

MORNING STAR,

Released on bond.

Of Boston, *from* Calcutta *to* London. Captured 23rd March, 1863, in lat. 2° 08′ N., long. 26° 08′ W. Valued at $61,750.

NORA,

Burned.

Of Boston, *from* Boston *to* Calcutta. Captured 25th March, 1863, in lat. 1° 22′, long. 26° 08′. Valued at $76,636.

NYE,

Burned.

Of New Bedford, *from* New Bedford (whaling barque). Captured 24th April, 1863, in lat. 5° 45′, long. 31° 53′. Valued at $31,127.

OCEAN ROVER,

Burned.

Of Massachusetts, *from* Massachusetts (out whaling). Captured 8th September, 1862, off Flores. Valued at $70,000.

OCMULGEE,

Burned.

Of Edgartown. Captured 5th September, 1862, in about lat. 37° 20′ N., long. 28° 08′ W. Valued at $50,000.

OLIVE JANE,

Burned.

Of the United States, *from* Bordeaux *to* New York. Captured 21st February, 1863, in lat. 29° 28′ N., long. 44° 58′ W. Valued at $43,208.

PALMETTO,

Burned.

Of New York, *from* New York *to* St. John's, Porto Rico. Captured 3rd February, 1863, in lat. 27° 18′ N., long. 6° 16′ W. Valued at $18,430.

PARKER COOK,

Burned.

Of Boston, *from* Boston *to* Aux Cayes. Captured 30th November, 1862, in lat. 18° 59′ N., long. 68° 45′ W. Valued at $10,000.

PUNJAUB,

Released on bond.

Of Boston, *from* Calcutta *to* London. Captured 15th March, 1863, in lat. 8° 36′ N., long. 31° 43′ W. Valued at $55,000.

ROCKINGHAM,

Burned.

Of the United States, *from* Callao *to* Cork. Captured 23rd April, 1864, in lat. 15° 52′ S., long. 31° 44′. W. Valued at $97,878.

SEA LARK,

Burned.

Of New York, *from* New York *to* San Francisco. Captured 3rd May, 1863, in lat. 9° 39′ S., long. 32° 44′ W. Valued at $550,000.

SONORA,

Burned.

Of the United States, *from* Singapore *to* Aycaab (in ballast). Captured 26th December, 1863, off Malacca. Valued at $46,545.

STARLIGHT,

Burned.

Of Boston, *from* Fayal *to* Boston. Captured 7th September, 1862, off Flores. Valued at $4000.

TALISMAN,

Burned.

Of New York, *from* New York *to* Shanghai. Captured 5th June, 1863, in lat. 14° 35′, long. 36° 26′. Valued at $139,195.

TEXAN STAR,

Burned.

Of the United States, *from* Maulmein *to* Singapore. Captured 24th December, 1863, off Malacca. Valued at $97,628.

TONAWANDA,

Released on ransom bond.

Of Philadelphia, *from* Philadelphia *to* Liverpool. Captured 9th October, 1862, in lat. 40° 03′ N., long. 54° 38′ W. Valued at $80,000.

TYCOON,

Burned.

Of the United States, *from* New York *to* San Francisco. Captured 27th April, 1864, in lat. 11° 16′, long. 32° 6′.

UNION,

Released on bond.

Of Baltimore, *from* Baltimore *to* Jamaica. Captured 5th December, 1862, off Cape Maise. Valued at $1500.

UNION JACK,

Burned.

Of Boston, *from* Boston *to* Shanghai. Captured 3rd May, 1863, in lat. 9° 39′, long. 32° 44′. Valued at $77,000.

VIRGINIA,

Burned.

Of New Bedford, *from* New Bedford (whaling). Captured 17th September, 1862, in lat. 40° 03′ N., long. 32° 46′ W. Valued at $25,000.

T. B. WALES,

Burned.

Of Boston, *from* Calcutta *to* Boston. Captured 8th November, 1862, in lat. 29° 15′ N., long. 57° 57′ W. Valued at $245,625.

WASHINGTON,

Released on bond.

Of New York, *from* Chincha Islands *to* Antwerp. Captured 27th February, 1863, in lat. 30° 19′ N., long. 40° 01′ W. Valued at $50,000.

WAVE CREST,

Burned.

Of New York, *from* New York *to* Cardiff. Captured 7th October, 1862, in lat. about 41° 0′ N., long. 53°. Valued at $44,000.

WEATHER GUAGE,

Burned.

Of Province Town, *from* Province Town (whaling). Captured 9th September, 1862, off Flores. Valued at $10,000.

WINGED RACER,

Burned.

Of the United States, *from* Manilla *to* New York. Captured 10th November, 1863, in Strait of Sunda. Valued at $150,000.

No. II.

COURSE OF THE SUMTER

From NEW ORLEANS, 30 *June*, 1861, *to* GIBRALTAR, 18 *January*, 1862.

1861.			
July	1	Lat. 26.18 N.	Long. 87.23 W.
	2	23.04	86.13
	3	21.29	84.06
	4	No observation.	
	5	Off the Jardinelles.	
	6	At Cienfuegos, Cuba.	
	7	Ditto ditto.	
	8	Off the Caymans.	
	9	Off Jamaica.	
	10 to 15	No observation.	
	16 to 24	At St. Anne's, Curaçao.	
	25 to 27	At and off Puerto, Cabulla.	
	28	Off Tortuga.	
	29 to Aug. 5	At Port of Spain.	
	6	9.14	59.10
	7	8.31	56.12
	8	7.19	53.34
	9	6.10	50.48
	10	4.29	48.25

Aug. 11	Lat. 2.38 N.	Long. 47.48 W.
12	4.10	49.37
13	4.56	50.55
14	4.49	51.19
15 to 16	At Cayenne.	
17	5.56	
18	Off the mouth of the Surinam.	
19 to 31	At Paramaribo.	
Sept. 1	No observation.	
2	4.50	50.20
3	3.05	48.44
4	00.44	47.12
5	1.03	44.48
6 to 15	At Maranham.	
16	00.17 S.	42.59
17	2.19 N.	41.29
18	3.38	40.57
19	4.33	40.41
20	4.46	41.00
21	5.12	41.59
22	5.37	42.12
23	5.25	42.19
24	5.35	42.27
25	6.20	42.27
27	6.24	43.10
28	6.10	44.20
29	6.55	45.08
30	7.33	45.28
Oct. 1	7.39	45.55
2	8.19	46.23
3	8.30	46.21
4	8.55	46.58
5	9.13	47.21

Oct. 6	Lat. 8.31 N.	Long. 47.08 W.
7	8.13	47.13
8	8.52	46.44
9	7.21	46.30
10	6.22	45.48
11	6.38	45.13
12	6.56	44.41
13	7.04	44.47
14	8.31	45.46
15	9.36	48.11
16	10.22	50.05
17	11.37	51.49
18	13.01	53.12
19	13.33	53.46
20	13.46	54.06
21	14.00	54.07
22	14.21	54.16
23	14.36	54.37
24	15.20	54.51
25	16.54	55.30
26	18.13	56.04
27	17.54	56.30
28	17.03	57.07
29	16.54	57.33
30	16.40	58.16
31	16.54	57.59
Nov. 1	16.52	57.25
2	16.32	56.55
3	16.35	57.38
4	16.43	57.45
5	17.10	59.06
6	16.39	59.54
7	16.00	60.46
8		
9	15.08	61.54
10 to 23	At Martinique.	

Nov. 24	Lat. 16.12 N.	
25	18.11	Long. 58.48 W.
26	20.07	57.12
27	22.22	56.27
28	24.22	57.12
29	25.51	57.36
30	27.16	58.29
Dec. 1	27.38	58.20
2	28.12	58.09
3	29.10	57.22
4	30.03	55.09
5	30.19	53.02
6	29.35	52.02
7	29.27	51.35
8	30.57	51.49
9	31.35	51.14
10	32.39	49.47
11	32.48	49.32
12 } 13 }	33.28	47.03
14	33.49	44.47
15	34.00	42.05
16	33.24	40.43
17	33.24	40.00
18	33.53	38 43
19	34.30	36.40
20	34.17	35.31
21	35.17	33.05
22	No observation.	
23	36.29	32.32
24	27.31	31.30
25	36.08	28.42
26	35.09	25.56
27	35.00	22.49
28	35.17	20.53
29	35.43	18.59
30	35.39	17.33
31	35.22	16.27

1862.		
Jan. 1	Lat. 35.53 N.	Long. 13.14 W.
2	35.52	9.36
3	35.49	7.00

On the 4th of January the Sumter reached Cadiz, and on the 17th left for Gibraltar. She entered that port on the following day, where she was finally put out of commission.

COURSE OF THE ALABAMA.

1862.		
Aug. 25	Lat. 39.15 N.	Long. 26.30 W.
26	39.39	26.07
27	39.59	24.34
28	39.58	21.30
29	38.56	19.23
30	37.23	19.06
31	Lat. by acc. 36.23	21.54
Sept. 1	Lat. 35.33	22.17
2	35.29	24.22
3	36.16	25.56
4	37.22	28.08
5	No observation.	
6 to 11	Off Flores.	
12	40.17	34.05
13	40·34	35.24
14	40.12	33.02
15	40.03	32.46
16	Off Flores.	
17	40.03	32.46
18	39.50	35.25
19	38.32	35.03
20	37.20	36.26
21	36.35	36.58

Sept. 22	Lat. 35.21 N.	Long. 37.26 W.
23	34.43	38.38
24	34.52	48.28
25	34.59	41.10
26	35.35	41.36
27	37.12	43.13
28	37.40	42.00
29	37.09	43.13
30	38.37	45.03
Oct. 1	40.27	46.31
2	40 to 40.30	48 to 48.20
3	39.58	50.00
4	39.52	50.41
5	40.19	51.14
6	41.02	53.50
7	No observation.	
8	Lat. (D.R.) 41.00	Long. (D.R.) 55.43 Long. Chro. 54.37
9	Lat. 40.03	Long. 54.38
10	41.13	53.45
11	41.08	55.26
12	41.42	56.48
13	Assumed 40.30	59.28
14	41.21	59.31
15	41.32	59.17
16	(D.R.) 42.16	59.18
17	(D.R.) 42.06	59.46
18	Supposed 41.25	59.10
19	40.21	62.08
20	40.28	62.40
21	40.18	62.40
22	By acct. 40.16	64.17
23	39.34	63.26
24	40.04	62.05
25	39.57,	63.18
26	40.11	64.32
27	39.47	68.06
28	39.18	67.35

Oct. 29	No observation.	
30	Lat. 39.18 N.	Long. 69.12 W.
31	37.51	67.34
Nov. 1	36.15	65.55
2	36.13	66.01
3	35.17	67.11
4	34.27	63.30
5	31.34	61.27
6	29.05	61.22
7	29.03	59.22
8	29.15	57.57
9	27.51	58.24
10	25.40	57.50
11	24.05	57.36
12	22.58	57.37
13	22.08	57.43
14	21.11	57.49
15	20.40	58.24
16	18.00	59.27
17	15.51	60.20
18	13.15	63.01
21	12.10	64.35
22 to 25	At Island of Blanquilla.	
26	13.12	65·30
28	16.19	66.06
29	17.45	67.15
30	18.59	68.45
Dec. 1	19.40	69.49
2	20.04	71.50
3	20.12	72·58
4 to 12	Off Cape Maise, Jamaica, and Cuba.	
13	18.47	78.27
14	18.16	80.43
15	18.39	83.06

Dec. 16	Lat. 19.16 N.	Long. 84.10 W.
17	19.18	04.25
18	19.47	85.46
19	20.00	85.31
20	21.20	86.32
21	22.06	88.40
22	21.26	91.15
23	20.18	91.50
24 to 31	At the Arcas.	
1863.		
Jan. 1 to 5	At the Arcas.	
6	21.11	93.13
7	22.35	94.26
8	24.36	94.45
9	26.19	94.11
10	27.45	94.42
11	28.51	94.55
12	28.03	93.08
13	27.05	90.37
14	25.58	88.58
15	26.16	88.35
16	23.43	87.35
17	21.45	85.34
18	19.50	82.51
19	18.30	80.34
20 to 25	At Port Royal.	
26	17.50	74.52
27	17.19	72.21
28	17.56	70.28
29	At San Domingo.	
30	19.31	67.38

Jan. 31	Lat. 21.45 N.	Long. 68.06 W.
Feb. 1	24.08	68.18
2	26.17	68.06
3	27.18	66.10
4	28.00	64.11
5	27.10	61.30
6	25.44	60.32
7	26.36	60.15
8	25.41	58.48
9	24.51	57.55
10	24.32	56.53
11	24.52	56.34
12	25.15	56.36
13	26.08	55.32
14	27.09	53.17
15	28.29	50.07
16	28.45	46.57
17	28.11	45.01
18	28.15	44.37
19	28.04	44.29
20	28.32	45.05
21	29.28	44.58
22	29.33	44.57
23	30.21	43.55
24	30.32	42.50
25	30.22	41.03
26	30.23	40.42
27	30.19	40.01
28	30.07	39.38
March 1	29.50	38.31
2	29.25	37.47
3	28.42	36.59
4	27.02	35.44
5	26.04	35.23
6	24.09	32.20
7	24.30	35.12
8	22.36	34.32
9	20.22	33.53

March	10	Lat. 18.26 N.	Long. 33.17 W.
	11	16.18	32.36
	12	13.57	31.47
	13	11.31	31.25
	14	9.24	31.48
	15	8.36	31.43
	16	7.46	30.21
	17	7.53	30.34
	18	7.14	29.26
	19	5.59	28.01
	20	4.32	27.00
	21	2.47	26.23
	22	2.11	26.24
	23	2.08	26.08
	24	1.41	26.13
	25	1.22	26.08
	26	1.12	26.32
	27	No observation.	
	28	00.46	26.19
	29	00.18	26.10
	30	00.34 S.	25.35
	31	00.39	25.19
April	1	1.00	25.20
	2	2.10	26.02
	3	2.52	25.58
	4	3.12	26.09
	5	3.25	27.04
	6	3.46	28.00
	7	3.57	30.07
	8	4.01	Long. (D.R.) 31.17
	9	4.08	32.01
	10 to 22	At Fernando de Noronha.	
	23	4.42	31.49
	24	5.45	31.53
	25	6.22	31.44
	26	7.36	31.57

April 27	Lat. 8.16 S.	Long. 32.18W.
28	8.19	31.40
29	8.22	31.07
30	9.02	31.39
May 1	9.17	32.17
2	9.37	32.34
3	9.39	32.44
4	8.48	32.34
5	10.06	32.45
6	10.24	32.30
7	12.08	33.07
8	12.30	33.52
9	12.55	34.49
10	13.29	36.07
11 to 21	At Bahia.	
22	13.04	37.36
23	12.33	36.39
24	11.34	34.54
25	12.04	35.10
26	11.39	34.47
27	12.15	35.05
28	12.54	35.18
29	13.31	35.38
30	14.19	35.36
31		
June 1	14.44	35.15
2	15.01	34.56
3	15.09	35.04
4	14.46	34.57
5	14.35	36.26
6	15.17	35.26
7	16.07	35.37
8	15.55	35.28
9	16.55	35.36
10	16.17	34.35
11	15.32	33.46

June	12	Lat. 17.25 S.	Long. 34.24 W.
	13	19.21	35.37
	14	19.54	35.18
	15	22.38	35.11
	16	23.41	35.36
	17	23.54	35.53
	18	24.16	37.15
	19	24.57	39.01
	20	25.48	40.18
	21	25.46	40.16
	22	25.55	40.21
	23	25.24	38.40
	24	25.19	36.36
	25	25.56	33.44
	26	Lat. (D.R.) 26.40	30.16
	27	26.01	28.29
	28	25.57	30.31
	29	26.35	32.59
	30	25.56	35.12
July	1	25.38	36.38
	2	26.14	37.51
	3	26.31	37.33
	4	27.27	34.37
	5	27.58	31.43
	6	28.28	30.20
	7	29.45	27.36
	8	30.00	24.20
	9	29.57	21.16
	10	29.29	17.47
	11	28.00	15.12
	12	26.44	13.32
	13	28.13	13.27
	14	29.21	11.31
	15	30.07	8.06
	16	Lat. (D.R.) 30.39	4.05
	17	30.16	00.20
	18	29.54	3.04 E.
	19	Lat. (D.R.) 29.47	5.32

July 20	Lat. 29.57 S.	Long. 7.23 E.
21	30.43	10.19
22	31.33	12.37
23	31.59	14.12
24	33.24	14.51
25	33.56	15.34
26	33.26	16.37
27	33.46	17.17
28	33.46	17.31
29 to Aug. 16	At Saldanha Bay, and the Cape.	
17	Lat. 34.03	Long. 17.11 E.
18	33.24	16.56
19	32.52	17.09
20	32.45	16.55
21	33.14	15.41
22	32.13	16.08
23	31.43	15.30
24	31.24	14.34
25	31.18	13.37
26	27.57	14.12
27	No observation.	
28 to 30	At Angra Pequena	
31	26.51	14.40
Sept. 1	No observation.	
2	28.37	10.13
3	29.43	8.59
4	30.04	8.46
5	30.24	9.28
6	30.35	11.16
7	31.17	11.07
8	31.41	11.16
9	32.30	12.49
10	33.16	15.20
11	33.10	16.37

Sept. 12	Lat. 33.43 S.	Long. 16.03 E.
13	33.51	17.34
14	34.28	17.43
15	34.26	17.30
16 to 24	At Simon's Town.	
25	35.26	18.15
26	37.28	17.58
27	37.52	19.03
28	39.02	23.07
29	39.02	27.20
30	39.12	31.59
Oct. 1	39.15	35.46
2	38.27	39.02
3	38.46	42.49
4	38.43	46.56
5	38.47	49.20
6	38.44	53.33
7	37.51	57.30
8	38.04	60.23
9	38.16	64.15
10	38.26	68.57
11	38.28	72.40
12	38.46	77.12
13	38.15	80.29
14	37.47	83.42
15	35.23	89.55
16	35.23	89.55
17	32.59	93.28
18	30.59	96.17
19	28.26	98.43
20	25.33	99.42
21	22.41	100.12
22	21.13	100.10
23	18.52	100.10
24	15.45	101.25
25	Lat. (D.R.) 12.26	Long. (D.R.) 102.00

Oct.	26	Lat. 10.27 S.	Long. (D.R.) 102.13 E.
	27	9.55	Long. 101.50
	28	9.38	101.51
	29	9·20	101.53
	30	9.09	102.14
	31	8.53	102.50
Nov.	1	8.55	103.51
	2	9.30	103.28
	3	9.17	103.31
	4	8.31	103.06
	5	7.22	103.15
	6	7.00	103.19
	7	6.59	103.27
	8 to 10	Off Flat Point.	
	11	4.48	106.49
	12	4.19	108.00
	13	3.59	107.25
	14	3.44	109.05
	15	3.03	109.27
	16	2.44	109.16
	17 to 23	Off the Malays.	
	24	3.40 N.	109.45
	25	Supposed 3.50	Supposed 110.30
	26	4.36	111.42
	27	4.51	111.54
	28	4.51	111.54
	29	5.01	111.47
	30	6.14	110.31
Dec.	1	7.30	108.42
	2	8.30	107.15
	3 to 14	At Cindore.	
	15	8.24	106.48

Dec.	16	Lat. 7.18 N.	Long. 107.27 E.
	17	(D.R.) 6.11	106.12
	18	4.48	105.10
	19 and 20	At island of Aor.	
	21 to 26	At and off Singapore.	
	27	4.08	100.11
	28	Supposed 4.46	99.40
	29	Supposed 5.29	98.16
	30	5.39	96.40
	31	Off N. end of Sumatra.	
1864.			
Jan.	1	6.23	93.35
	2	5.39	93.08
	3	5.29	92.33
	4	6.05	Long. (D.R.) 91.40
	5	6.29	90.37
	6	6.07	88.40
	7	5.39	87.22
	8	5.22	84.53
	9	5.05	82.09
	10	5.14	79.50
	11	5.49	78.25
	12	7.26	76.02
	13	7.33	76.01
	14	7.57	76.09
	15	8.25	76.08
	16	At Quilon.	
	17	8.40	76.32
	18	8.31	76.30
	19	8.05	75.05
	20	7.29	74.28
	21	No observation.	
	22	7.52	70.22
	23	7.04	67.17

Jan.	24	Lat. 7.03 N.	Long. 64.28 E.
	25	6.27	61.49
	26	5.33	59.19
	27	5.01	56.36
	28	4.02	53.46
	29	2.43	51.00
	30	00.50	48.42
	31	1.31 S.	47.20
Feb.	1	3.15	46.13
	2	4.48	45.40
	3	6.47	44.44
	4	8.24	44.26
	5	10.18	43.47
	6	10.42	44.00
	7	10.44	43.50
	8	10.45	43.42
	9 to 16	At Islands of Johanna and Mohilla.	
	17	13.41	43.04
	18	14.15	42.45
	19	15.03	42.24
	20	16.00	41.45
	21	17.02	41.31
	22	18.43	41.20
	23	19.49	41.23
	24	20.29	41.19
	25	21.18	41.44
	26	23.36	41.15
	27	25.31	40.00
	28	27.11	37.51
	29	29.16	36.17
March	1	31.32	34.37
	2	33.20	32.22
	3	35.05	29.49
	4	35.11	23.28
	5	35.51	26.43
	6	39.09	24.58

March 7	Lat. 35.10 S.	Long. 24.03 E.
8	35.49	21.39
9	35.46	20.29
10	35.42	20.13
11	35.08	18.21
12	33.57	17.06
13	33.35	16.10
14	34. 3	15.20
15	33.48	15.23
16	32.50	16.31
17	33.10	16.22
18	No observation.	
19	32.57	15.55
20	33.51	17.31
21 to 24	At the Cape.	
25	34.02	18.10
26	33.41	15.52
27	31.50	12.39
28	31.36	10.09
29	30.25	8.25
30	28.53	6.55
31	28.00	4.50
April 1	26.13	2.40
2	24.17	0.24
3	22.35	1.29 W.
4	21.01	3.13
5	19.37	4.44
6	18.41	4.22
7	17.15	3.44
8	17.42	5.50
9	18.00	8.53
10	18.12	11.47
11	18.25	14.42
12	18.47	17.13
13	18.55	19.43
14	18.58	22.33

April	15	Lat. 19. 9 S.	Long. 25.—W.
	16	19.17	26.42
	17	19.12	27.33
	18	19.22	28.57
	19	19.13	29.36
	20	18.49	30.01
	21	18.18	30.26
	22	17.23	30.56
	23	15.52	31.44
	24	15.19	32. 6
	25	13.59	32. 4
	26	13. 5	32.22
	27	11.16	32. 6
	28	10. 5	31.46
	29	8. 9	31.29
	30	5.26	30.12
May	1	2.25	30.38
	2	00.13	30.41
	3	1.43 N.	31.28
	4	3.30	32.38
	5	5. 6	34.19
	6	7.15	36. 7
	7	9.40	37.36
	8	11.54	38.43
	9	14.13	39.43
	10	16.43	40.33
	11	18.37	41. 9
	12	20.10	41.25
	13	20.33	41.19
	14	20.53	41. 9
	15	21.12	40.55
	16	22.05	41.16
	17	22.57	41.50
	18	24.33	41.57
	19	26.32	41.50
	20	28.04	41.33
	21	29.24	40.42
	22	30.25	39.54

May	23	Lat. 31.39 N.	Long. 38.39 W.
	24	33.13	36.49
	25	35.51	35.41
	26	37.43	33.53
	27	38.42	32.50
	28	39.23	32.31
	29	39.51	(D.R.) 32.25
	30	40.25	30.22
	31	40.54	27.15
June	1	41.35	24.15
	2	42.07	22.15
	3	42.18	20.30
	4	42.10	18.04
	5	41.58	16.31
	6	42.31	15.42
	7	43.47	14.12
	8	45.45	(D.R.) 12.06
	9	47.34	9.07
	10	49.18	6.03
	11	On this day the Alabama entered Cherbourg harbour.	

No. III.

MR. LAIRD'S SPEECH ON THE ALABAMA.

The following is a full report of Mr. Laird's speech in the House of Commons on Friday night:—After the discussion that has taken place about the Alabama, I shall not trouble the house with many remarks. I can only say, from all I know and all I have heard, that from the day the vessel was laid down to her completion everything was open and above-board in this country. (Cheers.) I also further say that the officers of the Government had every facility afforded them for inspecting the ship during the progress of building. When the officers came to the builders they were shown the ship, and day after day the customs officers were on board, as they were when she finally left, and they declared there was nothing wrong. ("Hear," from Mr. Bright.) They only left her when the tug left, and they were obliged to declare that she left Liverpool a perfectly legitimate transaction. (Hear, hear.) One point has been overlooked in this discussion. If a ship without guns and without arms is a dangerous article, surely rifled guns and ammunition of all sorts are equally—(cheers)—and even more dangerous. (Cheers.) I have referred to the bills of entry

in the custom-houses of London and Liverpool, and I find there have been vast shipments of implements of war to the Northern States through the celebrated houses of Baring and Co.—(loud cheers and laughter) —Brown, Shipley, and Co., of Liverpool, and a variety of other names, which I need not more particularly mention, but whose Northern tendencies are well known to this house. (Hear, hear.) If the member for Rochdale, or the honourable member for Bradford, wishes to ascertain the extent to which the Northern States of America have had supplies of arms from this country, they have only to go to a gentleman who, I am sure, will be ready to afford them every information, and much more readily than he would to me or to any one else calling upon him—the American consul in Liverpool. Before that gentleman the manifest of every ship is laid, he has to give an American pass to each vessel; he is consequently able to tell the exact number of rifles which have been shipped from this country for the United States—information, I doubt not, which would be very generally desired by this house. (Loud cries of "Hear.") I have obtained from the official custom-house returns some details of the sundries exported from the United Kingdom to the Northern States of America from the 1st of May, 1861, to the 31st of December, 1862. There were—muskets, 41,500 (hear, hear); rifles, 341,000 (cheers); gun-flints, 26,500; percussion-caps, 49,982,000 (cheers and laughter); and swords, 2250. The best information I could ob-

tain leads me to believe that from one-third to a half may be added to these numbers for items which have been shipped to the Northern States as hardware. (Hear, hear.) I have very good reason for saying that a vessel of 2000 tons was chartered six weeks ago for the express purpose of taking out a cargo of "hardware" to the United States. (Cheers.) The exportation has not ceased yet. From the 1st of January to the 17th of March, 1863, the customs bills of entry show that 23,870 gun-barrels, 30,802 rifles, and 3,105,800 percussion-caps were shipped to the United States. (Hear, hear.) So that if the Southern States have got two ships, unarmed, unfit for any purpose of warfare—for they procured their armaments somewhere else—the Northern States have been well supplied from this country through the agency of some most influential persons. (Hear, hear.) Now, it has been stated—and by way of comparison treated as matter of complaint—that during the Crimean war the Americans behaved so well that the honourable member for Bradford and the member for Birmingham both lauded their action as compared with that of our own Government. Now, I have heard that a vessel sailed from the United States to Petropaulovski. (Cries of "Name.") If honourable members will allow me I will go on, and first I propose to read an extract from the *Times*, written by their correspondent at San Francisco, dated the 29th of January, 1863 :—

"Now, this case of the Alabama illustrates the saying

that a certain class should have a good memory. During the Crimean war, a man-of-war (called the America, if I remember) was built in America for the Russian Government, and brought out to the Pacific, filled with arms and munitions, by an officer in the United States navy. This gentleman took her to Petropaulovski, where she did service against the allied squadron, and she is still in the Russian navy. (Cries of 'No,' and 'Hear, hear.') We made no such childish fuss about this act of 'hostility' by a friendly Power, which we could not prevent, as our friends are now making about the Alabama, whose departure from England our Government could not stop."

The America was commanded by a Lieutenant Hudson, who—if my information be correct, and I have no doubt that it is—was then, or had been just previously, a lieutenant in the American navy; he was the son of a most distinguished officer in the same service, Captain Hudson. I am further informed that some doubts having arisen about the character of this ship, the American men-of-war in the different ports she called at protected her; and, on her arrival in Russia, the captain who took her out was, I know, very handsomely rewarded for his services. (Hear, hear.) Now, I will go a step further about the Northern States. In 1861, just after the war broke out, a friend of mine, whom I have known for many years, was over here, and came to me with a view of getting vessels built in this country for the American Government—the

Northern Government. (Hear, hear.) Its agents in this country made inquiries; plans and estimates were given to my friend, and transmitted to the Secretary of the American navy. I will read an abstract from this gentleman's letter, dated the 30th of July, 1861. It is written from Washington, and states—

"Since my arrival here I have had frequent interviews with our 'Department of Naval Affairs,' and am happy to say that the Minister of the Navy is inclined to have an iron-plated ship built out of the country. (Hear, hear.) This ship is designed for a specific purpose, to accomplish a definite object. I send you herewith a memorandum handed me last evening from the department, with the request that I would send it to you by steamer's mail of to-morrow, and to ask your immediate reply, stating if you will agree to build such a ship as desired, how soon, and for how much, with such plans and specifications as you may deem it best to send me."

(Loud cheers.) The extract from the memorandum states that "the ship is to be finished complete, with guns and everything appertaining." (Renewed cheering and laughter.) On the 14th of August I received another letter from the same gentleman, from which the following is an extract:—

"I have this morning a note from the Assistant-Secretary of the Navy, in which he says, 'I hope your friends will tender for the two iron-plated steamers.'" (Hear, hear.) After this, the firm with which I was

lately connected, having made contracts to a large extent with other persons, stated that they were not in a position to undertake any orders to be done in so short a time. This was the reply :—

"I sent your last letter, received yesterday, to the Secretary of the Navy, who was very desirous to have you build the iron-plated or bomb-proof batteries, and I trust that he may yet decide to have you build one or more of the gunboats."

(Loud cheers.) I think, perhaps, in the present state of the law in America, I shall not be asked to give the name of my correspondent (hear), but he is a gentleman of the highest respectability. If any honourable member wishes, I should have no hesitation in handing the whole correspondence, with the original letters, into the hands of you, sir, or the First Minister of the Crown, in strict confidence, because there are communications in these letters respecting the views of the American Government which I certainly should not divulge, which I have not mentioned or alluded to before. But seeing that the American Government are making so much work about other parties, whom they charge with violating or evading the law, though in reality they have not done so, I think it only fair to state those facts. (Cheers.) As I said before, they are facts. (Hear, hear.) I do not feel at liberty to state those points to which I have referred, as being of a confidential character, but, if any honourable gentleman feels a doubt regarding the accuracy of what I have stated,

I shall feel happy to place the documents in the hands of the Speaker, or of the First Minister of the Crown, when he will see that they substantiate much more than I have stated. (Cheers.) I do not wish to occupy the house longer; but I must say this, that to talk of freedom in a land like the Northern States of America is an absurdity. Almost every detective that can be got hold of in this country is employed. (Hear, hear.) I believe there are spies in my son's works in Birkenhead, and in all the great establishments in the country. A friend of mine had detectives regularly on his track in consequence of some circumstances connected with his vessels. If that be freedom, I think we had better remain in the position in which we now are. (Cheers and laughter.) In conclusion, I will allude to a remark which was made elsewhere last night—a remark, I presume, applying to me or to somebody else, which was utterly uncalled for. (Hear.) I have only to say that I would rather be handed down to posterity as the builder of a dozen Alabamas than as the man who applies himself deliberately to set class against class (loud cheers), and to cry up the institutions of another country, which, when they come to be tested, are of no value whatever, and which reduce liberty to an utter absurdity. (Cheers.)

No. IV.

THE ENGAGEMENT WITH THE HATTERAS.

From the Journal of an Officer of the ALABAMA.

Sunday, 11th.—Fine moderate breeze from the eastward. Read Articles of War. Noon: Eighteen miles from Galveston. As I write this some are discussing the probability of a fight before morning. 2.25 P.M.: Light breeze; sail discovered by the look-out on the bow. Shortly after, three, and at last five, vessels were seen; two of which were reported to be steamers. Every one delighted at the prospect of a fight, no doubt whatever existing as to their being war-vessels —blockaders we supposed. The watch below came on deck, and of their own accord began preparing the guns, &c., for action. Those whose watch it was on deck were engaged in getting the propeller ready for lowering; others were bending a cable to a kedge and putting it over the bow—the engineers firing up for steam, officers looking to their side-arms, &c., and discussing the size of their expected adversary or adversaries. At 2.30 shortened sail and tacked to the southward. 4 P.M.: A steamer reported standing out from the fleet towards us. Backed main-topsail and lowered

propeller. 4.50: Everything reported ready for action. Chase bearing N.N.E., distant ten miles. Twilight set in about 5.45. Took in all sail. At 6.20 beat up to quarters, manned the starboard battery, and loaded with fine second shell; turned round, stood for the steamer, having previously made her out to be a two-masted side-wheel, of apparent 1200 tons, though at the distance she was before dark we could not form any correct estimate of her size, &c.

At 6.30 the strange steamer hailed and asked, "What steamer is that?" We replied (in order to be certain who he was), "Her Majesty's ship Petrel! What steamer is that?" Two or three times we asked the question, until we heard, "This is the United States steamer ——," not hearing the name. However, United States steamer was sufficient. As no doubt existed as to her character, we said, at 6.35, that this was the "Confederate States steamer, Alabama," accompanying the last syllable of our name with a shell fired over him. The signal being given, the other guns took up the refrain, and a tremendous volley from our whole broadside given to him, every shell striking his side, the shot striking being distinctly heard on board our vessel, and thus found that she was iron.

The enemy replied, and the action became general. A most sharp spirited firing was kept up on both sides, our fellows peppering away as though the action depended on each individual. And so it did. Pistols and rifles were continually pouring from our quarter-

deck messengers most deadly, the distance during the hottest of the fight not being more than forty yards! It was a grand, though fearful sight, to see the guns belching forth, in the darkness of the night, sheets of living flame, the deadly missiles striking the enemy with a force that we could *feel*. Then, when the shells struck her side, and especially the percussion ones, her whole side was lit up, and showing rents of five or six feet in length. One shot had just struck our smoke-stack, and wounding one man in the cheek, when the enemy ceased his firing, and fired a lee gun; then a second, and a third. The order was given to "Cease firing." This was at 6.52. A tremendous cheering commenced, and it was not till everybody had cleared his throat to his own satisfaction, that silence could be obtained. We then hailed him, and in reply he stated that he had surrendered, was on fire, and also that he was in a sinking condition. He then sent a boat on board, and surrendered the U.S. gunboat, Hatteras, nine guns, Lieutenant-Commander Blake, 140 men. Boats were immediately lowered and sent to his assistance, when an alarm was given that another steamer was bearing down for us. The boats were recalled and hoisted up, when it was found to be a false alarm. The order was given, and the boatswain and his mates piped "All hands out boats to save life;" and soon the prisoners were transferred to our ship—the officers under guard on the quarter-deck, and the men in single irons. The boats were

then hoisted up, the battery run in and secured, and the main brace spliced. All hands piped down, the enemy's vessel sunk, and we steaming quietly away by 8.30, all having been done in less than two hours. In fact, had it not been for our having the prisoners on board, we would have sworn nothing unusual had taken place—the watch below quietly sleeping in their hammocks. The conduct of our men was truly commendable. No flurry, no noise—all calm and determined. The coolness displayed by them could not be surpassed by any old veterans—our chief boatswain's mate apparently in his glory. "Sponge!" "Load with cartridge!"—"Shell-fire seconds!"—"Run out!"—"Well, down compressors!"—"Left, traverse!"—"Well!"—"Ready!"—"Fire!"—"That's into you!"—"Damn you! that kills your pig!"—"That stops your wind!" &c., &c., was uttered as each shot was heard to strike with a crash that nearly deafened you. The other boatswain's mate seeming equally to enjoy the affair. As he got his gun to bear upon the enemy, he would take aim, and banging away, would plug her, exclaiming, as each shot told—"That's from the scum of England!"—"That's a British pill for you to swallow!" the New York papers having once stated that our men were the "scum of England." All other guns were served with equal precision. We were struck seven times; only one man being hurt during the engagement, and he only receiving a flesh wound in the cheek. One shot struck under the counter, penetrating as far as a timber, then glancing off; a

second struck the funnel; a third going through the side, across the berth-deck, and into the opposite side; another raising the deuce in the lamp-room; the others lodging in the coal-bunkers. Taking a shell up and examining it, we found it filled with sand instead of powder. The enemy's fire was directed chiefly towards our stern, the shots flying pretty quick over the quarter-deck, near to where our Captain was standing. As they came whizzing over him, he, with his usual coolness, would exclaim—"Give it to the rascals!"—"Aim low, men!"—"Don't be all night sinking that fellow!" when, for all or anything we knew, she might have been an iron-clad or a ram.

On Commander Blake surrendering his sword, he said that "it was with deep regret he did it." Captain Semmes smacked his lips and invited him down to his cabin. On Blake giving his rank to Captain Semmes, he gave up his state-room for Blake's special use, the rest of the officers being accommodated according to their rank in the ward-room and steerages, all having previously been paroled, the crew being placed on the berth-deck, our men sleeping anywhere, so that the prisoners might take their places. Of the enemy's loss we could obtain no correct accounts, a difference of seventeen being in their number of killed, the Hatteras having on board men she was going to transfer to other ships. Their acknowledged loss was only two killed and seven wounded. A boat had been lowered just before the action to board us; as we anticipated, and learnt afterwards, it pulled in for the

fleet and reached Galveston. From conversation with her First-Lieutenant, I learnt that as soon as we gave our name and our first broadsides, the whole after division on board her left the guns, apparently paralyzed; it was some time before they recovered themselves. The conduct of one of her officers was cowardly and disgraceful in the extreme. Some of our shells went completely through her before exploding, others burst inside her, and set her on fire in three places. One went through her engines, completely disabling her; another exploding in her steam chest, scalding all within reach. Thus was fought, twenty-eight miles from Galveston, a battle, though small, yet the first yard arm action between two steamers at sea. She was only inferior in weight of metal—her guns being nine in number, viz. four thirty-two pounders, two rifled thirty pounders, carrying 60lb. shot (conical), one rifled twenty pounder, and a couple of small twelve pounders. On account of the conflicting statements made by her officers, we could never arrive at a correct estimate of her crew. Our prisoners numbered seventeen officers, one hundred and one seamen. We further learnt that the Hatteras was one of seven vessels sent to recapture Galveston, it being (although unknown to us) in the possession of our troops. We also found that the flag-ship Brooklyn, twenty-two guns, and the Oneida, nine guns, sailed in search of us. By their account of the course they steered they could not fail to have seen us.

No. V.

THE ALABAMA IN TABLE BAY.

[From the *Cape Argus.*]

August 6th, 1863.

Yesterday, at almost noon, a steamer from the northward was made down from the signal-post, Lion's-hill. The Governor had, on the previous day, received a letter from Captain Semmes, dated Saldanha Bay, informing his Excellency that the gallant captain had put his ship into Saldanha Bay for repairs. This letter had been made public in the morning, and had caused no little excitement. Cape Town, that has been more than dull,—that has been dismal for months, thinking and talking of nothing but bankruptcies—bankruptcies fraudulent and bankruptcies unavoidable—was now all astir, full of life and motion. The stoep of the Commercial Exchange was crowded with merchants, knots of citizens were collected at the corner of every street; business was almost, if not altogether suspended. All that could be gleaned, in addition to the information in Captain Semmes' letter to the Governor, a copy of which was sent to the United States Consul immediately it was received, was that the schooner Atlas had just returned from Malagas Island, where she had been with water and

vegetables for men collecting guanos there. Captain Boyce, the master of the Atlas, reported that he had himself actually seen the steamer Alabama; a boat from the steamer had boarded his vessel, and he had been on board her. His report of Captain Semmes corroborated that given by every one else. He said the Captain was most courteous and gentlemanly. He asked Captain Boyce to land thirty prisoners for him in Table Bay, with which request Captain Boyce was unable to comply. Captain Semmes said that the Florida was also a short distance off the Cape, and that the Alabama, when she had completed her repairs, and was cleaned and painted, would pay Table Bay a visit. He expected to be there, he said, very nearly as soon as the Atlas.

Shortly after the Atlas arrived, a boat brought up some of the prisoners from Saldanha Bay, and amongst them one of the crew of the Alabama, who said he had left the ship. All these waited on the United States Consul, but were unable to give much information beyond what we had already received. The news that the Alabama was coming into Table Bay, and would probably arrive about four o'clock this afternoon, added to the excitement. About noon a steamer from the north-west was made known by the signalman on the hill. Could this be the Alabama? or was it the Hydaspes, from India, or the Lady Jocelyn, from England? All three were now hourly expected, and the city was in doubt. Just after one it was made

down, "CONFEDERATE STEAMER ALABAMA, FROM THE N.W., AND FEDERAL BARQUE FROM THE S.E." Here was to be a capture by the celebrated Confederate craft, close to the entrance of Table Bay. The inhabitants rushed off to get a sight. Crowds of people ran up the Lion's-hill, and to the Kloof-road. All the cabs were chartered—every one of them; there was no cavilling about fares; the cabs were taken, and no questions asked, but orders were given to drive as hard as possible. The barque coming in from the south-east, and, as the signalman made down, five miles off; the steamer, coming in from the north-west, eight miles off, led us to think that the Kloof-road was the best place for a full view. To that place we directed our Jehu to drive furiously. We did the first mile in a short time; but the Kloof-hill for the next two and-a-half miles is up-hill work. The horse jibbed, so we pushed on on foot as fast as possible, and left the cab to come on. When we reached the summit, we could only make out a steamer on the horizon, from eighteen to twenty miles off. This could not be the Alabama, unless she was making off to sea again. There was no barque. As soon as our cab reached the crown of the hill, we set off at a breakneck pace down the hill, on past the Roundhouse till we came near Brighton, and as we reached the corner, there lay the Alabama within fifty yards of the unfortunate Yankee. As the Yankee came round from the south-east, and about five miles from the bay, the steamer came down

upon her. The Yankee was evidently taken by surprise. The Alabama fired a gun, and brought her to. When first we got sight of the Alabama, it was difficult to make out what she was doing; the barque's head had been put about, and the Alabama lay off quite immovable, as if she were taking a sight at the "varmint!" The weather was beautifully calm and clear, and the sea was as smooth and transparent as a sheet of glass. The barque was making her way slowly from the steamer, with every bit of her canvas spread. The Alabama, with her steam off, appeared to be letting the barque get clear off. What could this mean? No one understood. It must be the Alabama. "There," said the spectators, "is the Confederate flag at her peak; it must be a Federal barque, too, for there are the Stars and the Stripes of the States flying at her main. What could the Alabama mean lying there—

> "As idly as a painted ship
> Upon a painted ocean."

What it meant was soon seen. Like a cat watching and playing with a victimized mouse, Captain Semmes permitted his prize to draw off a few yards, and he then up steam again, and pounced upon her. She first sailed round the Yankee from stem to stern, and stern to stem again. The way that fine, saucy, rakish craft was handled was worth riding a hundred miles to see. She went round the barque like a toy, making a complete circle, and leaving an even margin of water

between herself and her prize of not more than twenty yards. From the hill it appeared as if there were no water at all between the two vessels. This done, she sent a boat with the prize crew off, took possession in the name of the Confederate States, and sent the barque off to sea. The Alabama then made for the port.

We came round the Kloof to visit Captain Semmes on board. As we came we found the heights overlooking Table Bay covered with people; the road to Green Point lined with cabs. The windows of the villas at the bottom of the hill were all thrown up, and ladies waved their handkerchiefs, and one and all joined in the general enthusiasm; over the quarries, along the Malay burying-ground, the Gallows Hill, and the beach, there were masses of people—nothing but a sea of heads as far as the eye could reach. Along Strand Street and Adderley Street the roofs of all the houses from which Table Bay is overlooked, were made available as standing-places for people who could not get boats to go off to her. The central, the north, the south, and the coaling jetties, were all crowded. At the central jetty it was almost impossible to force one's way through to get a boat. However, all in good time, we did get a boat, and went off in the midst of dingies, cargo-boats, gigs and wherries, all as full as they could hold. Nearly all the city was upon the bay; the rowing clubs in uniform pulled off with favoured members of their respective clubs on board. The crews

feathered their oars in double-quick time, and their pulling, our "stroke" declared, was "a caution, and no mistake." Just before getting alongside, we passed Captain Wilson in the port-boat, who told us that the prize taken was the Sea Bride, and that there was no difficulty in hearing from Captain Semmes himself the whole story of the capture. We passed the Federal barque Urania at her anchorage, and that ship, disregardful of the privateer, sported all her bunting with becoming pluck. The Stars and Stripes floated defiantly from her mizen-peak, and her name from her main. On getting alongside the Alabama, we found about a dozen boats before us, and we had not been on board five minutes before she was surrounded by nearly every boat in Table Bay, and as boat after boat arrived, three hearty cheers were given for Captain Semmes and his gallant privateer. This, upon the part of a neutral people, is, perchance, wrong; but we are not arguing a case—we are recording facts. They did cheer, and cheer with a will too. It was not, perhaps, taking the view of either side, Federal or Confederate, but in admiration of the skill, pluck, and daring of the Alabama, her captain, and her crew, who now afford a general theme of admiration for the world all over.

Visitors were received by the officers of the ship most courteously, and without distinction, and the officers conversed freely and unreservedly of their exploits. There was nothing like brag in their manner

of answering questions put to them. They are as fine and gentlemanly a set of fellows as ever we saw; most of them young men. The ship has been so frequently described, that most people know what she is like, as we do who have seen her. We should have known her to be the Alabama if we had boarded her in the midst of the ocean, with no one to introduce us to each other. Her guns alone are worth going off to see, and everything about her speaks highly for the seamanship and discipline of the commander and his officers. She has a very large crew, fine, lithe-looking fellows, the very picture of English men-of-war's men.

The second officer told us that it was the Sea Bride they had captured, and pointed out her captain, who stood aft conversing with a number of people who had gathered round him. "This, sir," said the officer, "is our fifty-sixth capture; we have sent her off with about ten of our men as a crew, and we left a few of her own men on board of her." We asked him how he liked Saldanha Bay, and his answer was, "It is a charming place. Why did you not build Cape Town there?" Our answer was, "Because we never do anything properly at the Cape." "Ah, sir!" he said; "that is a great mistake to leave so fine a bay without harbour conveniences. It is a great deal better than Table Bay. We enjoyed ourselves capitally there, had some good shooting; one of us shot an ostrich, a fine fellow, but he got away. Unfortunately, we lost

one of our officers there—one whom we all respected —as fine an officer as ever trod this ship's deck. He was in a boat in the bay, shooting wild-fowl; he drew his gun towards him, the barrel in his hand; the trigger caught, the charge passed through his lung, and his only dying words were, 'Oh, me!' and he fell back a corpse. But for that circumstance, we should always remember Saldanha Bay with pleasure. The gun was within an inch of his breast when it went off."

After this melancholy recital, we walked across to get a little chat with the prisoner so recently captured. He is a superior man, and spoke of the loss of his ship in the spirit of a philosopher. He was leaning against a rail just opposite the cabin. "What can't be cured must be endured," said he. In answer to our remark, that an hour more would have saved him, he said— "Yes, it would; I had not the remotest idea of a capture at this end of the world. I never supposed that she was in this direction. I was in my cabin washing," said he, "and my mate came down and said there was a steamer in sight. 'Capital!' I said; 'it is the English mail-steamer; I shall be just in time for my letters.' He went up again, and shortly returning, said, 'She is going to hail us.' 'Hail us!' I said; 'what the deuce can she want to hail us for?' and I went on deck. I looked at that (pointing to the Confederate flag), and I soon saw who we were falling into the hands of. I said, 'Good-bye, mate; we shall not be long here.' This, sir," he went on to say, "is the second

time I have been captured coming to the Cape. I left New York in the M. J. Calcon, and was captured by the Florida in 33° West and between 28° and 29° North. I went home all right, and left New York again on the 28th of May, direct for the Cape." This gentleman's name is Mr. H. Spaling.

The next we had an opportunity of conversing with was the chief officer. This gentleman who, by the way, stands six feet four out of his shoes, showed us round his ship with just pride. He pointed out to us the peculiar qualities of the magnificent guns. One of Blakeley's rifle pieces is a terrible-looking weapon. It throws conical shells of a hundredweight; and he remarked, "When we fought the Hatteras, these conical shells struck one after the other in capital style; they exploded with magnificent effect, and lit up her whole broadside." Many of the captured crew we observed in irons.

We were now introduced to Captain Semmes, who up to this time had been engaged in the cabin with Mr. W. J. Anderson, of Anderson, Saxon, and Co., upon the subject of supplies, which are to be provided by the firm. We received a very cordial greeting from the gallant gentleman, who remarked that at Bahia, and indeed everywhere he had been, both his officers and himself had received very great attention from the English residents. We had always concluded that Captain Semmes, of the Powhattan, a fine steamer belonging to the States, to whom we were introduced

some years since by the late Mr. D. M. Huckins, American Consul, was the captain of the Sumter and Alabama; but we found we were mistaken, and on remarking this to the captain, he said, "Captain Semmes of the Powhattan is of the same family as myself—he is indeed my cousin; but he was born in the North, his interests are all there, and he remains in the Federal service." Having desired us to take a seat, he said he should be happy to give us any information in his power; he had no secrets, and bade us take notes if we wished so to do. He then informed us that he had taken fifteen ships since he left Bahia. We told him that Captain Bartlett, of the ship Fortuna, stated that on the 2nd of July he saw a ship on fire. Our readers will recollect that the particulars were given in a paragraph immediately after the Fortuna arrived. It was as follows:—"On the 2nd of July, Captain Bartlett saw some smoke rising up on the horizon, which he supposed to be the smoke from a steamer. Later in the day, however, a strong reflection of light was seen in the sky, and which the captain at once believed to be a ship on fire. All hands were then called up 'to bout ship,' and they stood towards the spot from whence the light proceeded. This was about six o'clock; and at two o'clock on the morning of the 3rd July, and in lat. 25° 57′ South, and in long. 38° 20′ West, the Fortuna ran up within forty yards of a large vessel of 800 or 1000 tons, which was enveloped in one mass of flame from stem to stern.

Nothing remained of her but her hull; the whole of her rigging, masts, and decks had already been consumed. As the Fortuna ran towards the wreck, another vessel—the Oaks—bound to Calcutta, joined her, and the two vessels spoke one another. From what Captain Bartlett could make out, the captain of the Oaks told him that in the evening, about half-past six, an English man-of-war had passed him, and whilst passing she fired two guns, from which it was concluded that the crew of the burning vessel had been rescued by the man-of-war." Captain Semmes said Captain Bartlett was quite right in supposing that the ship had been set on fire by himself. She was the Annie F. Schmidt, from New York to San Francisco, with a general cargo on board; but the supposition of the man-of-war coming to the rescue of the crew was a mistake. "We set her on fire in the night," said Captain Semmes, "and shortly after we had done so, we heard a couple of guns. We thought it was another Yankee, and we up steam, and fired a gun for her to heave-to. On coming alongside her, we found she was Her Majesty's frigate Dido. 'We did not take her, sir,' said the captain, with a laugh; 'in fact, we never attempt to take any of Her Majesty's frigates.'"

We said we would mention that, and we do, as Captain Semmes's last. "The Dido people," he went on to say, "asked us if we had set the ship on fire, and I answered we had, and had got the crew safe on board. 'All right!' was the answer, and we parted.

She was a vessel of about 1000 tons." We asked Captain Semmes if he could give us the names of the vessels he had captured. He answered that he could. "For," he said, "you English people wont be neighbourly enough to let me bring my prizes into your ports, and get them condemned, so that I am obliged to sit here a court of myself, try every case, and condemn the ships I take. The European powers, I see, some of them complain of my burning the ships; but what, if they will preserve such strict neutrality as to keep me out of their ports, what am I to do with these ships when I take them but burn them?" He then fetched his record books, and we took the following down from his lips:—"The ships we have captured were—the Ocmulgee, of 400 tons, thirty-two men on board; we burned her. The Alert, a whaler of 700 tons; we burned her. The whaling schooner Weathergauge; we burned her. The whaling brig Altamaha; we burned her. The whaling ship Benjamin Tucker; we burned her. The whaling schooner Courser; we burned her. The whaling barque Virginia; we burned her. The barque Elisha Dunbar, a whaler; we burned her. The ship Brilliant, with 1000 tons of grain on board; we burned her. The Emily Farnum we captured and released as a cartel, and having so many prisoners we put some of them on board her, and sent them off. The Wave Crest, with a general cargo on board for Europe, we set on fire. The Dunkirk brig, with a general cargo on board, we

burned. The ship Tonawanda we captured, with a valuable freight on board, and released her, after taking a bond for a thousand dollars. The ship Manchester, with a cargo of grain, we burned. The barque Lamplighter, with an assorted cargo for Europe, we burned. The barque Lafayette, with an assorted cargo, we burned. The schooner Crenshaw, with an assorted cargo for the West Indies, we burned. The barque Lauretta, with an assorted cargo on board for Europe, we burned. The brig Baron de Custine we took a bond for and released. The whaling ship Levi Starbuck we burned. The T. B. Wales, from Calcutta to Boston, with a valuable cargo on board, we burned. The barque Martha, from Calcutta to West Indies, with an assorted cargo, we burned. The schooner Union we, after boarding, found had some English property on board, and we released her on bond. The mail steamer Ariel, running between New York and Aspinwall, we captured. Unfortunately she was going, not returning, or we should have had a lot of gold. We released her on bond. The United States gunboat Hatteras, who came out to fight us, had the same number of guns and crew. Our guns were a little heavier than hers, but we equalized them by permitting her to fight us at 300 yards. We sunk her in thirteen minutes by the watch. The barque Golden Rule, with an assorted cargo, we burned. She belonged to the same company as the Ariel. The brig Chastelaine we burned. The schooner Palmetto

we burned. The barque Olive Jane we burned. The Golden Eagle, laden with guano, we burned. The Washington, from the Pacific, with guano, we released on bond. The Bethia Thayer, from East India, with a valuable cargo on board, was released on bond. The John A. Parker, with flour and lumber, from Boston to Buenos Ayres, we burned. The Punjaub, from East India, we found to have some English cargo on board, we released on bond. The ship Morning Star we released on bond. The whaling schooner Kingfisher we burned. The ship Nora, from Liverpool to West Indies, with salt on board, we burned. The barque Lafayette we burned. The whaling brig Kate Cory we burned. The whaling barque Nye we burned. The Charles Hall, from Liverpool, with coal, we burned.

"The ship Louisa Hatch, from Cardiff to West Indies, we burned. The ship Dorcas Prince, with a general cargo, we burned. The ship Sea Lark, with a general cargo from the East Indies, we burned. The barque Union Jack, from Boston to Shanghai, we burned. We captured a Yankee consul on board of her; he was on his way to Foochin; we landed him at the Brazils. The ship Gildersliene, from New York to the East Indies, we burned. The barque Justina we released on bond, to take home prisoners. The ship Jabez Snow, from New York to the East Indies, we burned. The barque Amazonian, from Boston to Buenos Ayres, we burned. The ship Talisman,

from New York to the East Indies, we burned. The barque Conrad, fitted up as a Federal cruiser, a tender to a man-of-war, we captured and burned. After these came the Anna F. Schmidt, mentioned before, and the Sea Bride—and the Sea Bride you saw us take to-day. The estimated value of these captures is 4,200,000 dollars."

The American consul, Mr. Graham, has handed to his Excellency the Governor a protest against the capture of the Sea Bride, on the ground that the vessel was in British waters at the time of her being stopped by the Alabama. His Excellency told Mr. Graham that the decision of the case remained purely on evidence, but he would see there was no breach of neutrality. The Captain of the Sea Bride says he is prepared to show by bearings that he was within two and a-half miles of Robben Island.

No. VI.

CORRESPONDENCE RESPECTING THE TUSCALOOSA.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty. August 19, 1863.

I beg you will be pleased to acquaint my Lords Commissioners of the Admiralty with the following particulars relative to the proceedings of the Confederate States ships of war Alabama, her reported tender Tuscaloosa, and the Georgia, which have recently arrived at the Cape of Good Hope.

2. On the 28th of July an English schooner arrived in Table Bay, and reported that on the previous day she had been boarded by the Confederate steamer Alabama, fifteen miles north-west of Green Point. After some inquiries the Alabama left her, steering south-east.

3. Upon the receipt of this intelligence I ordered Captain Forsyth, of the Valorous, to hold himself in readiness to proceed to any of the ports in this Colony where the Alabama might anchor, in order to preserve the rules of strict neutrality.

4. By a letter addressed to the Governor of this Colony by Captain Semmes, copy of which was tele-

graphed to me on the 4th instant, it appears that the Alabama had proceeded to Saldanha Bay for a few days, anchoring there on the 29th of July.

5. On the 5th instant I received a private telegram to the effect that the Alabama was off Table Bay, when I directed the Valorous immediately to proceed to that anchorage; and shortly afterwards a telegram reached me from the Governor stating "that the Alabama had captured a vessel (American), which was in sight, and steering for Table Bay." The Valorous reached that Bay at 10.15 P.M., where the Alabama had anchored at 3 o'clock in the afternoon of the same day.

6. Captain Forsyth having informed me that the tender to the Alabama had been ordered by Captain Semmes to Simon's Bay for provisions, and having learnt that this vessel had been captured off the coast of Brazil, and not been condemned in any Prize Court, I had doubts as to the legality of considering her in the light of a tender, being under the impression that it was a ruse to disguise the real character of the vessel. I therefore wrote to the Governor to obtain the opinion of the Attorney-General of the Colony upon this subject, which correspondence is inclosed.

7. On the 8th of August the tender Tuscaloosa, a sailing-barque, arrived in Simon's Bay, and the boarding officer having reported to me that her original cargo of wool was still on board, I felt that there were grounds for doubting her real character, and again

called the Governor's attention to this circumstance. My letter and his reply are annexed. And I would here beg to submit to their Lordships' notice that this power of a captain of a ship of war to constitute every prize he may take a "tender," appears to me to be likely to lead to abuse and evasion of the laws of strict neutrality; by being used as a means for bringing prizes into neutral ports for disposal of their cargoes, and secret arrangements—which arrangements, it must be seen, could afterwards be easily carried out at isolated places.

8. The Alabama, after lying three days in Table Bay, came to this anchorage to caulk and refit. She arrived here on the 9th, and sailed again on the 15th instant. Captain Semmes was guarded in his conduct, and expressed himself as most anxious not to violate the neutrality of these waters.

9. I should observe that, from the inclosed copy of a letter from Captain Forsyth to the Governor, it would appear that the vessel Sea Bride, taken by the Alabama off Table Bay, was beyond the jurisdiction of neutral territory.

10. During his passage to this port Captain Semmes chased another American vessel, the Martha Wentzel, standing in for Table Bay. On my pointing out to him that he had done so in neutral waters, he assured me that it was quite unintentional, and, being at a distance from the land, he did not observe that he had got within three miles of an imaginary line drawn from the Cape

of Good Hope to Cape Hanglip, but on discovering it he did not detain the vessel. This explanation I considered sufficient.

11. The tender Tuscaloosa, having been detained by a strong south-easter, got under way for the purpose of going to sea on the 14th instant, but anchored again a little distance from the Roman Rock lighthouse in consequence of thick fog prevailing.

12. The Alabama did not take in any coal, either here or at Table Bay, but after being caulked she proceeded to sea on the 15th instant, followed by the Tuscaloosa. Their destinations are unknown.

13. On the 16th instant, the Confederate States steamer Georgia, Commander Maury, anchored in this Bay. She requires, coal, provision, and caulking. This vessel did not meet the Alabama outside.

14. The Florida, another Confederate States steamer, is reported to be off this coast, probably cruising to intercept the homeward-bound American ships from China; indeed, it is with that object these ships are on this part of the Station.

15. I have learnt, since the departure of the Alabama, and her so-called tender, that overtures were made by some parties in Cape Town to purchase the cargo of wool, but, being unsatisfactory, they were not accepted. It is reported to be Captain Semmes' intention to destroy the Tuscaloosa at sea.

16. The Alabama is a steamer of about 900 tons, with 8 guns, and 150 men. The Georgia is an iron steamer

of about 700 tons, with 5 guns, and 110 men. The Tuscaloosa is a sailing-barque of 500 tons, having 2 small guns and 10 men.

Captain Semmes, C.S.N., to Governor Sir P. Wodehouse. August 1, 1863.

An opportunity is offered me by the coasting schooner Atlas, to communicate with the Cape, of which I promptly avail myself.

I have the honour to inform your Excellency that I arrived in this bay on Wednesday morning last, for the purpose of effecting some necessary repairs. As soon as these repairs can be completed I will proceed to sea, and in the meantime your Excellency may rest assured that I will pay the strictest attention to the neutrality of your Government.

Rear-Admiral Sir B. Walker to Governor Sir P. Wodehouse. August 7, 1863.

Captain Forsyth having informed me that the Alabama has a tender outside captured by Captain Semmes on the coast of America, and commissioned by one of the Alabama's Lieutenants, and as this vessel has been ordered into Simon's Bay for provisions, may I request your Excellency will be good enough to obtain the opinion of the Law Officers whether this vessel ought still to be looked upon in the light of a prize, she never having been condemned in a Prize Court; the instructions, copy of which I inclose, strictly forbidding

prizes captured by either of the contending parties in North America being admitted into our ports.

Governor Sir P. Wodehouse to Rear-Admiral Sir B. Walker. August 8, 1863.

I have the honour to acknowledge the receipt of your Excellency's letter of yesterday's date, and to inclose the copy of an opinion given by the Acting Attorney-General to the effect that the vessel to which you refer ought to be regarded as a tender and not as a prize.

I shall take care to submit this question to Her Majesty's Government by the next mail, but in the meantime I conclude that your Excellency will be prepared to act on the opinion of the Attorney-General in respect to any vessels which may enter these ports in the character of prizes converted into ships of war by the officers of the navy of the Confederate States.

Extracts from "Wheaton's Elements of International Law."

What constitutes a setting forth as a vessel of war has been determined by the British Courts of Prize, in cases arising under the clause in the Act of Parliament, which may serve for the interpretation of our own law, as the provisions are the same in both. Thus it has been settled that where a ship was originally armed for the Slave Trade, and after capture an additional number of men were put on board, but there was no

commission of war and no additional arming, it was not a setting forth as a vessel of war under the Act. But a commission of war is decisive if there be guns on board, and where the vessel after the capture has been fitted out as a privateer, it is conclusive against her, although, when recaptured, she is navigating as a mere merchant-ship; for where the former character of a captured vessel had been obliterated by her conversion into a ship of war, the Legislature meant to look no further, but considered the title of the former owner for ever extinguished. Where it appeared that the vessel had been engaged in a military service of the enemy, under the direction of his Minister of the Marine, it was held as a sufficient proof of a setting forth as a vessel of war; so where the vessel is armed, and is employed in the public military service of the enemy by those who have competent authority so to employ it, although it be not regularly commissioned. But the mere employment in the enemy's military service is not sufficient; but if there be a fair semblance of authority, in the person directing the vessel to be so employed, and nothing upon the face of the proceedings to invalidate it, the Court will presume that he is duly authorized; and the commander of a single ship may be presumed to be vested with this authority as commander of a squadron.

Rear-Admiral Sir B. Walker to Governor Sir P. Wodehouse. August 8, 1863.

I have the honour to acknowledge the receipt of your Excellency's letter of this day's date, covering the written opinion of the Acting Attorney-General of this Colony as to the legality of the so-called tender to the Confederate States armed ship Alabama, and for which I beg to express my thanks.

The vessel in question, now called the Tuscaloosa, arrived here this evening, and the boarding officer from my flag-ship obtained the following information:—

That she is a barque of 500 tons, with two small rifled 12-pounder guns and ten men, and was captured by the Alabama on the 21st June last, off the coast of Brazil: cargo of wool still on board.

The admission of this vessel into port will, I fear, open the door for numbers of vessels captured under similar circumstances being denominated tenders, with a view to avoid the prohibition contained in the Queen's instructions; and I would observe that the vessel Sea Bride captured by the Alabama off Table Bay a few days since, or all other prizes, might be in like manner styled tenders, making the prohibition entirely null and void.

I apprehend that to bring a captured vessel under the denomination of a vessel of war, she must be fitted for warlike purposes, and not merely have a few men and

two small guns put on board her (in fact nothing but a prize crew) in order to disguise her real character as a prize.

Now this vessel has her original cargo of wool still on board, which cannot be required for warlike purposes, and her armament and the number of her crew are quite insufficient for any services other than those of slight defence.

Viewing all the circumstances of the case, they afford room for the supposition that the vessel is styled a "tender" with the object of avoiding the prohibition against her entrance as a prize into our ports, where, if the captors wished, arrangements could be made for the disposal of her valuable cargo, the transhipment of which, your Excellency will not fail to see, might be readily effected on any part of the coast beyond the limits of this Colony.

My sole object in calling your Excellency's attention to the case, is to avoid any breach of strict neutrality.

Governor Sir P. Wodehouse to Rear-Admiral Sir B. Walker. August 10, 1863.

I have the honour to acknowledge the receipt of your Excellency's letter of the 8th instant, on which I have consulted the Acting Attorney-General.

The information given respecting the actual condition of the Tuscaloosa is somewhat defective, but referring to the extract from Wheaton transmitted in my last letter, the Attorney-General is of opinion that if

the vessel received the two guns from the Alabama or other Confederate vessel of war, or if the person in command of her has a commission of war, or if she be commanded by an officer of the Confederate navy, in any of these cases there will be a sufficient setting forth as a vessel of war to justify her being held to be a ship of war; if all of these points be decided in the negative, she must be held to be only a prize, and ordered to leave forthwith.

Rear-Admiral Sir B. Walker to Governor Sir P. Wodehouse. August 11, 1863.

I have the honour to acknowledge the receipt of your Excellency's letter dated yesterday respecting the Confederate barque Tuscaloosa now in this bay.

As there are two guns on board, and an officer of the Alabama in charge of her, the vessel appears to come within the meaning of the cases cited in your above-mentioned communication.

Governor Sir P. E. Wodehouse to the Duke of Newcastle. August 19, 1863.

(Extract.)

I beg to take this opportunity of making your Grace acquainted with what has occurred here in connection with the visit of the Confederate States steamer Alabama.

On Tuesday, the 4th instant, I received a letter from the Commander of that vessel, dated the 1st August, at Saldanha Bay, announcing his having

entered that bay with a view to effecting certain repairs, and stating that he would put to sea as soon as they were completed, and would strictly respect our neutrality.

When this intelligence was received, the United States Consul called on me to seize her, or at any rate to send her away instantly; but as the vessel which brought the news reported that the Alabama was coming immediately to Table Bay, I replied that I could not seize her, but would take care to enforce the observance of the neutral regulations.

On the next day, about noon, it was reported from the signal station that the Alabama was steering for Table Bay from the north, and that a Federal barque was coming in from the westward; and soon after, that the latter had been captured and put about. A little after 2 P.M. the United States Consul called to state that he had seen the capture effected within British waters; when I told him he must make his statement in writing, and an investigation should be made. I also, by telegram, immediately requested the Naval Commander-in-Chief to send a ship of war from Simon's Bay. The Alabama, leaving her prize outside, anchored in the bay 3.30 P.M., when Captain Semmes wrote to me that he wanted supplies and repairs, as well as permission to land thirty-three prisoners. After communicating with the United States Consul, I authorized the latter, and called upon him to state the nature and extent of his wants, that

I might be enabled to judge of the time he ought to remain in the port. The same afternoon he promised to send the next morning a list of the stores needed, and announced his intention of proceeding with all dispatch to Simon's Bay to effect his repairs there. The next morning (August 6th) the Paymaster called on me with the merchant who was to furnish the supplies, and I granted him leave to stay till noon of the 7th.

On the night of the 5th, Her Majesty's ship Valorous had come round from Simon's Bay. During the night of the 6th the weather became unfavourable; a vessel was wrecked in the bay, and a heavy sea prevented the Alabama from receiving her supplies by the time arranged. On the morning of the 8th, Captain Forsyth, of the Valorous, and the Port Captain, by my desire, pressed on Captain Semmes the necessity for his leaving the port without any unnecessary delay; when he pleaded the continued heavy sea and the absence of his cooking apparatus, which had been sent on shore for repairs, and had not been returned by the tradesman at the time appointed, and intimated his own anxiety to get away. Between 6 and 7 A.M., on Sunday, the 9th, he sailed, and on his way round to Simon's Bay captured another vessel; but on finding that she was in neutral waters, immediately released her.

In the meantime, the United States Consul had, on the 5th August, addressed to me a written state-

ment that the Federal barque Sea Bride had been taken "about four miles from the nearest land," and "already in British waters;" on which I promised immediate inquiry. The next day the Consul repeated his protest, supporting it by an affidavit of the master of the prize, which he held to show that she had been taken about two miles and a half from the land; and the agent for the United States underwriters, on the same day, made a similar protest. On the 7th, the Consul represented that the prize had, on the previous day, been brought within one mile and a half of the lighthouse, which he considered as much a violation of the neutrality as if she had been there captured, and asked me to have the prize crew taken out and replaced by one from the Valorous, which I declined.

I had, during this period, been seeking for authentic information as to the real circumstances of the capture, more particularly with reference to the actual distance from the shore, and obtained through the Acting Attorney-General statements from the keeper of the Green Point Lighthouse (this was supported by the Collector of Customs), from the signalman at the station on the Lion's Rump, and from an experienced boatman who was passing between the shore and the vessels at the time. Captain Forsyth, of the Valorous, also made inquiries of the captain of the Alabama and of the Port Captain, and made known the result to me. And upon all these statements I came to the con-

clusion that the vessels were not less than four miles distant from land; and on the 8th I communicated to the United States Consul that the capture could not, in my opinion, be held to be illegal by reason of the place at which it was effected.

In his reply of the 10th, the Consul endeavoured to show how indefensible my decision must be, if, in these days of improved artillery, I rested it on the fact of the vessels having been only three miles from land. This passage is, I think, of considerable importance, as involving an indirect admission that they were not within three miles at the time of capture. And I hope your Grace will concur in my view that it was not my duty to go beyond what I found to be the distance clearly established by past decisions under international law.

An important question has arisen in connection with the Alabama, on which it is very desirable that I should, as soon as practicable, be made acquainted with the views of Her Majesty's Government. Captain Semmes had mentioned after his arrival in port, that he had left outside one of his prizes previously taken, the Tuscaloosa, which he had equipped and fitted as a tender, and had ordered to meet him in Simon's Bay, as she also stood in need of supplies. When this became known to the Naval Commander-in-chief, he requested me to furnish him with a legal opinion; and whether this vessel could be held to be a ship of war before she had been formally condemned in a Prize Court; or

whether she must not be held to be still a prize, and as such prohibited from entering our ports. The Acting Attorney-General, founding his opinion on Earl Russell's despatch to your Grace, of the 31st January, 1862, and on "Wheaton's International Law," states in substance that it was open to Captain Semmes to convert this vessel into a ship of war, and that she ought to be admitted into our ports on that footing.

On the 8th August the vessel entered Simon's Bay, and the Admiral wrote that she had two small rifled guns, with a crew of ten men, and that her cargo of wool was still on board. He was still doubtful of the propriety of admitting her.

On the 10th August, after further consultation with the Acting Attorney-General, I informed Sir Baldwin Walker that, if the guns had been put on board by the Alabama, or if she had a commission of war, or if she were commanded by an officer of the Confederate Navy, there must be held to be a sufficient setting forth as a vessel of war to justify her admission into port in that character.

The Admiral replied in the affirmative on the first and last points, and she was admitted.

The Tuscaloosa sailed from Simon's Bay on the morning of the 14th instant, but was becalmed in the vicinity until the following day, when she sailed about noon. The Alabama left before noon on the 15th instant. Neither of these vessels was allowed to

remain in port longer than was really necessary for the completion of their repairs.

On the 16th, at noon, the Georgia, another Confederate war-steamer, arrived at Simon's Bay in need of repairs, and is still there.

Before closing this despatch I wish particularly to request instructions on a point touched on in the letter from the United States Consul of the 17th instant, viz., the steps which should be taken here in the event of the cargo of any vessel captured by one of the belligerents being taken out of the prize at sea, and brought into one of our ports in a British or other neutral vessel.

Both belligerents are strictly interdicted from bringing their prizes into British ports by Earl Russell's letter to the Lords of the Admiralty of the 1st June, 1861, and I conceive that a Colonial Government would be justified in enforcing compliance with that order by any means at its command, and by the exercise of force if it should be required

But that letter refers only to "prizes;" that is, I conceive, to ships themselves, and makes no mention of the cargoes they may contain. Practically the prohibition has been taken to extend to the cargoes; and I gathered, from a conversation with Captain Semmes on the subject of our neutrality regulations, that he considered himself debarred from disposing of them, and was thus driven to the destruction of all that he took. But I confess that I am unable to dis-

cover by what legal means I could prevent the introduction into our ports of captured property purchased at sea, and tendered for entry at the Custom-house in the usual form from a neutral ship. I have consulted the Acting Attorney-General on the subject, and he is not prepared to state that the Customs authorities would be justified in making a seizure under such circumstances; and therefore, as there is great probability of clandestine attempts being made to introduce cargoes of this description, I shall be glad to be favoured with the earliest practicable intimation of the views of Her Majesty's Government on the subject.

Captain Semmes, C.S.N. to Sir P. Wodehouse.
August 5, 1863.

I have the honour to inform your Excellency of my arrival in this bay, in the Confederate States steamer Alabama, under my command. I have come in for supplies and repairs, and in the meantime I respectfully ask leave to land in Cape Town thirty-three prisoners, lately captured by me on board two of the enemy's ships destroyed at sea. The United States Consul will doubtless be glad to extend such hospitality and assistance to his distressed countrymen, as required of him by law.

Sir P. Wodehouse to Captain Semmes, C.S.N.
August 5, 1863.

I have the honour to acknowledge the receipt of your letter announcing your arrival in this port, and

to state that I have no objection to offer to your landing the prisoners now detained in your ship.

I have further to beg that you will be good enough to state the nature and extent of the supplies and repairs you require, that I may be enabled to form some estimate of the time for which it will be necessary for you to remain in this port.

Captain Semmes, C.S.N., to Sir P. Wodehouse.
August 5, 1863.

I have had the honour to receive your letter of this day's date, giving me permission to land my prisoners, and requesting me to state the nature of the supplies and repairs which I may require. In the way of supplies I shall need some provisions for my crew, a list of which will be handed you to-morrow by the Paymaster, and as for repairs my boilers need some ironwork to be done, and my bends require caulking, being quite open. I propose to take on board the necessary materials here, and to proceed with all despatch to Simon's Bay for the purpose of make these repairs.

Mr. Adamson to Captain Semmes, C.S.N.
August 6, 1863.

I am directed by the Governor of this Colony to acquaint you that he has received from the Consul for the United States at this port a representation, in which he sets forth that an American barque was yesterday captured by the ship which you command,

in British waters, in violation of the neutrality of the British Government, and claims from him redress for the alleged outrage.

His Excellency will be glad, therefore, to receive from you any explanation you may wish to give as to the circumstances in which the capture was effected.

Captain Semmes, C.S.N., to Mr. Adamson.
Cape Town, August 6, 1863.

I have had the honour to receive your communication of this day's date, informing me that the United States Consul at this port had presented to his Excellency the Governor a representation in which he sets forth that an American barque was yesterday captured by this ship under my command in British waters, in violation of the neutrality of the British Government, and requesting me to make to his Excellency such representation as I may have to offer on the subject.

In reply, I have the honour to state that it is not true that the barque referred to was captured in British waters, and in violation of British neutrality; she having been captured outside all headlands, and a distance from the nearest land of between five and six miles. As I approached this vessel I called the particular attention of my officers to the question of distance, and they all agree that the capture was made from two to three miles outside of the marine league.

U. S. Consul to Sir P. Wodehouse. August 4, 1863.

From reliable information received by me, and which you are also doubtless in possession of, a war steamer called the Alabama is now in Saldanha Bay, being painted, discharging prisoners of war, &c.

The vessel in question was built in England to prey upon the commerce of the United States of America, and escaped therefrom while on her trial trip, forfeiting bonds of 20,000*l.*, which the British Government exacted under the Foreign Enlistment Act.

Now, as your government has a treaty of amity and commerce with the United States, and has not recognised the persons in revolt against the United States as a Government at all, the vessel alluded to should be at once seized and sent to England, from whence she clandestinely escaped. Assuming that the British Government was sincere in exacting the bonds, you have doubtless been instructed to send her home to England, where she belongs. But if, from some oversight, you have not received such instructions, and you decline the responsibility of making the seizure, I would most respectfully protest against the vessel remaining in any port of the colony another day. She has been at Saldanha Bay four [six] days already, and a week previously on the coast, and has forfeited all right to

remain an hour longer by this breach of neutrality. Painting a ship does not come under the head of "necessary repairs," and is no proof that she is unseaworthy; and to allow her to visit other ports after she has set the Queen's proclamation of neutrality at defiance would not be regarded as in accordance with the spirit and purpose of that document.

Mr. Adamson to U.S. Consul. August 5, 1863.

I am directed by the Governor to acknowledge the receipt of your letter of yesterday's date relative to the Alabama.

His Excellency has no instructions, neither has he any authority, to seize or detain that vessel; and he desires me to acquaint you that he has received a letter from the Commander, dated the 1st instant, stating that repairs were in progress, and as soon as they were completed he intended to go to sea. He further announces his intention of respecting strictly the neutrality of the British Government.

The course which Captain Semmes here proposes to take is, in the Governor's opinion, in conformity with the instructions he has himself received relative to ships of war and privateers belonging to the United States and the States calling themselves the Confederate States of America visiting British ports.

The reports received from Saldanha Bay induce the Governor to believe that the vessel will leave that harbour as soon as her repairs are completed; but he

will immediately, on receiving intelligence to the contrary, take the necessary steps for enforcing the observance of the rules laid down by Her Majesty's Government.

Mr. Graham (U.S. Consul) to Sir P. Wodehouse.
August 5, 1863.

The Confederate steamer Alabama has just captured an American barque off Green Point, or about four miles from the nearest land (Robben Island). I witnessed the capture with my own eyes, as did hundreds of others at the same time. This occurrence at the entrance of Table Bay, and clearly in British waters, is an insult to England and a grievous injury to a friendly Power, the United States.

Towards the Government of my country and her domestic enemies the Government of England assumes a position of neutrality, and if the neutrality can be infringed with impunity, in this bold and daring manner, the Government of the United States will no doubt consider the matter as one requiring immediate explanation.

Believing that the occurrence was without your knowledge or expectation, and hoping you will take such steps to redress the outrage as the exigency requires, I am, &c.

Mr. Rawson to Mr. Graham. August 6, 1863.

I am directed by the Governor to acknowledge the receipt of your letter of yesterday's date respecting the

capture of the Sea Bride by the Alabama, and to acquaint you that he will lose no time in obtaining accurate information as to the circumstances of the capture.

I have, &c.,
(Signed) RAWSON W. RAWSON,
Colonial Secretary.

Mr. Graham to Sir P. Wodehouse. August 6, 1863.

I have the honour to acknowledge the receipt of your despatch of this date.

I beg now to enclose for your Excellency's perusal, the affidavit of Captain Charles F. White, of the Sea Bride, protesting against the capture of the said barque in British waters. The bearings taken by him at the time of capture conclusively show that she was in neutral waters, being about two and a half miles from Robben Island. This statement is doubtless more satisfactory than the testimony of persons who measured the distance by the eye.

I believe that there is no law defining the word "coast" other than international law. That law has always limited neutral waters to the fighting distance from land, which, upon the invention of gunpowder, was extended to a distance of three nautical miles from land on a straight coast, and by the same rule, since the invention of Armstrong rifled cannon, to at least six miles.

But all waters inclosed by a line drawn between

two promontories or headlands are recognised by all nations as neutral, and England was the first that adopted the rule, calling such waters the "King's chambers." By referring to "Wheaton's Digest," page 234, or any other good work on international law, you will find the above rules laid down and elucidated.

The fact that the prize has not already been burned, and that her fate is still in suspense, is clear proof that Captain Semmes had misgivings as to the legality of the capture, and awaits your Excellency's assent. If you decide that the prize was legally taken, you will assume a responsibility which Captain Semmes himself declined to take.

Affidavit of C. F. White.

On this 6th day of August, A.D. 1863, personally appeared before me, Walter Graham, Consul of the United States at Cape Town, Charles F. White, master of the barque Sea Bride, of Boston, from New York, and declared on affidavit that on the 3rd day of August instant, he sighted Table Mountain and made for Table Bay, but that on the 4th instant, night coming on, he was compelled to stand out. On the 5th instant, he again made for the anchorage, and about two P.M. saw a steamer standing toward the barque, which he supposed was the English mail steamer, but on nearing her, found her to be the Confederate steamer Alabama. He, Captain White, was peremptorily

ordered to heave his vessel to as a prize to the Alabama. One gun was first fired, and immediately after the demand was made another gun was fired. Two boats were lowered from the Alabama and sent on board the barque. The officer in charge of these boats demanded the ship's papers, which the said master was compelled to take on board the said steamer. This happened about a quarter before three o'clock. He and his crew were immediately taken from his vessel and placed as prisoners on board the Alabama, the officers and crew being put in irons. The position of the barque at the time of capture was as follows:—Green Point Lighthouse bearing south by east; Robben Island Lighthouse north-east.

The said appearer did further protest against the illegal capture of said vessel, as she was in British waters at the time of capture, according to bearings.

Mr. Graham to Sir P. Wodehouse. August 7, 1863.

Understanding from your letter of this date, received this morning,* that the case of the Sea Bride is still pending, I enclose the affidavits of the first officer of that vessel and the cook and steward, which I hope will throw additional light on the subject.

From the affidavit of the first officer, it appears that the alleged prize was brought within one and a half miles of Green Point Lighthouse yesterday at one

* A formal acknowledgment omitted here as superfluous.

o'clock P.M. Now, as the vessel was at that time in charge of a prize crew, it was a violation of neutrality as much as if the capture had been made at the same distance from land.

Pending your decision of the case I would most respectfully suggest that the prize crew on board the Sea Bride be removed, and that the vessel be put in charge of a crew from Her Majesty's ship Valorous.

Affidavit of James Robertson.

On the day and date hereof before me, Walter Graham, Consul for the United States of America at Cape Town, personally came and appeared James Robertson, cook and steward of the barque Sea Bride, an American vessel, and made affidavit that he was on board said barque on the night of the 5th day of August instant, after the said barque had been captured as a prize by the Confederate steamer Alabama, and a prize crew put on board. That at about five minutes before two o'clock A.M. of the 6th instant, the prize crew on board the said barque received a signal from the Alabama aforesaid to burn the said barque, and immediately all hands were called to execute that order. That the sails were clewed, a tar barrel taken from underneath the top-gallant forecastle and placed in the forecastle, and a bucketful of tar, with other combustibles and ammunition, ordered on the cabin table, but that when these arrangements were completed, another signal was received from the said

Alabama, countermanding the order to burn the said prize, and to stand off and on the land until daylight, which orders were obeyed.

Affidavit of John Schofield.

On the day and date hereof before me, Walter Graham, Consul for the United States of America at Cape Town, personally came and appeared John Schofield, first officer of the barque Sea Bride, of Boston, who made affidavit that he was on board of said vessel at one o'clock P.M. yesterday, the 6th day of August instant, while she was in possession of a prize crew of the steamer Alabama; that he took the bearings of said barque at that time, which were as follows:—Robben Island Lighthouse bore north-east by north one-half north, Green Point Lighthouse bore south-west one-half west.

He also deposed that the officer in command of the barque came on deck about that time, and stamping his foot as if chagrined to find her so near the land, ordered her further off, which was done immediately.

Mr. Adamson to Mr. Graham. August 7, 1863.

I am directed by the Governor to acknowledge the receipt of your letter of this date, inclosing two affidavits relative to the Sea Bride, and to state that his Excellency is not prepared to admit that the fact of that vessel having been brought by the prize crew within one and a half miles of the Green Point Light-

house "was a violation of the neutrality as much as if the capture had taken place at the same distance from land," although both the belligerents are prohibited from bringing their prizes into British ports.

The Governor does not feel warranted in taking steps for the removal of the prize crew from the Sea Bride.

Mr. Rawson to Mr. Graham. August 8, 1863.

With reference to the correspondence that has passed relative to the capture by the Confederate States steamer Alabama, of the barque Sea Bride, I am directed by the Governor to acquaint you that, on the best information he has been enabled to procure, he has come to the conclusion that the capture cannot be held to be illegal, or in violation of the neutrality of the British Government, by reason of the distance from land at which it took place.

His Excellency will, by next mail, make a full report of the case to Her Majesty's Government.

Mr. Graham to Sir P. Wodehouse. August 10, 1863.

Your decision in the case of the Sea Bride was duly received at four o'clock P.M. on Saturday. In communicating that decision you simply announce that the vessel was, in your opinion, and according to evidence before you, a legal prize to the Alabama; but you omit to state the principle of international law that governed your decision, and neglect to furnish me with the evidence relied upon by you.

Under these circumstances I can neither have the evidence verified or rebutted here, nor am I enabled to transmit it as it stands to the American Minister at London, nor to the United States Government at Washington. An invitation to be present when the *ex parte* testimony was taken was not extended to me, and I am therefore ignorant of the tenor of it, and cannot distinguish the portion thrown out from that which was accepted. If your decision is that the neutral waters of this Colony only extend a distance of three miles from land, the character of that decision would have been aptly illustrated to the people of Cape Town had an American war-vessel appeared on the scene, and engaged the Alabama in battle. In such a contest with cannon carrying a distance of six miles (three overland), the crashing buildings in Cape Town would have been an exeellent commentary on your decision.

But the decision has been made, and cannot be revoked here, so that further comment at present is, therefore, unnecessary. It can only be reversed by the Government you represent, which it probably will be when the United States Government shall claim indemnity for the owners of the Sea Bride.

An armed vessel named the Tuscaloosa, claiming to act under the authority of the so-called Confederate States, entered Simon's Bay on Saturday the 8th instant. That vessel was formerly owned by citizens of the United States, and while engaged in lawful

commerce was captured as a prize by the Alabama. She was subsequently fitted out with arms by the Alabama to prey upon the commerce of the United States, and now, without having been condemned as a prize by any Admiralty Court of any recognised Government, she is permitted to enter a neutral port in violation of the Queen's Proclamation, with her original cargo on board. Against this proceeding I hereby most emphatically protest, and I claim that the vessel ought to be given up to her lawful owners. The capture of the Sea Bride in neutral waters, together with the case of the Tuscaloosa, also a prize, constitute the latest and best illustration of British neutrality that has yet been given.

Mr. Rawson to Mr. Graham. August 10, 1863.

I am directed by the Governor to acknowledge the receipt of your letter of this date, and to state with reference to that part of it which relates to the Tuscaloosa, that his Excellency is still in correspondence with the Commander-in-chief respecting the character of that vessel, and the privileges to which she is entitled.

Mr. Graham to Sir P. Wodehouse. August 12, 1863.

Upon receiving your last communication to me dated the 10th instant, I deemed it simply a report of progress on one subject treated of in my last letter to your Excellency, and I have therefore waited anxiously

for the receipt of another letter from the Colonial Secretary communicating the final result in the case. Failing to receive it, and hearing yesterday P.M. that the Tuscaloosa would proceed to sea from Simon's Bay to-day, I applied for an injunction from the Supreme Court to prevent the vessel sailing before I had an opportunity of showing by witnesses that she is owned in Philadelphia in the United States; and her true name is Conrad; that she has never been condemned as a prize by any legally constituted Admiralty Court; and that I am *ex officio* the legal agent of the owners, underwriters, and all others concerned. I have not yet learned the result of that application, and fearing that delay may allow her to escape, I would respectfully urge you to detain her in port until the proper legal steps can be taken.

I am well aware that your Government has conceded to the so-called Confederate States the rights of belligerents, and is thereby bound to respect Captain Semmes' commission; but having refused to recognise the "Confederacy" as a nation, and having excluded his captures from all the ports of the British Empire, the captures necessarily revert to their real owners, and are forfeited by Captain Semmes as soon as they enter a British port.

Hoping to receive an answer to this and the preceding letter as early as possible, and that you will not construe my persistent course throughout this correspondence on neutral rights as importunate, or my remarks as inopportune, I have, &c.

Mr. Rawson to Mr. Graham. August 12, 1863.

I am directed by the Governor to acknowledge the receipt of your letter of this date, and to acquaint you that it was not until late last evening that his Excellency received from the Naval Commander-in-chief information that the condition of the Tuscaloosa was such as, as his Excellency is advised, to entitle her to be regarded as a vessel of war.

The Governor is not aware, nor do you refer him to the provisions of international law by which captured vessels, as soon as they enter our neutral ports, revert to their real owners, and are forfeited by their captors. But his Excellency believes that the claims of contending parties to vessels captured can only be determined in the first instance by the Courts of the captor's country.

The Governor desires me to add that he cannot offer any objection to the tenor of the correspondence which you have addressed to him on this subject, and that he is very sensible of the courtesy you have exhibited under such very peculiar circumstances ! ! ! He gives you credit for acting on a strict sense of duty to your country.

Mr. Graham to Sir P. Wodehouse. August 17, 1863.

I have delayed acknowledging the receipt of your last letter, dated the 12th August, on account of events transpiring, but which have not yet culminated so as to form the subject of correspondence.

Your decision that the Tuscaloosa is a vessel of war, and by inference a prize, astonishes me, because I do not see the necessary incompatibility. Four guns were taken from on board the Talisman (also a prize), and put on board the Conrad (Tuscaloosa), but that transfer did not change the character of either vessel as a prize, for neither of them could cease to be a prize till it had been condemned in an Admiralty Court of the captor's country, which it is not pretended has been done. The Tuscaloosa, therefore, being a prize, was forbidden to enter Simon's Bay by the Queen's Proclamation, and should have been ordered off at once; but she was not so ordered. Granting that Her Majesty's Proclamation affirmed the right of Captain Semmes as a belligerent to take and to hold prizes on the high seas, it just as emphatically denied his right to hold them in British ports. Now, if he could not hold them in Simon's Bay, who else could hold them except those whose right to hold them was antecedent to his—that is, the owners?

The Tuscaloosa remained in Simon's Bay seven days with her original cargo of skins and wool on board. This cargo, I am informed by those who claim to know, has been purchased by merchants in Cape Town; and if it should be landed here directly from the prize, or be transferred to other vessels at some secluded harbour on the coast beyond this Colony, and brought from thence here, the infringement of neutrality will be so palpable and flagrant that Her Majesty's Govern-

ment will probably satisfy the claims of the owners gracefully and at once, and thus remove all cause of complaint. In so doing it will have to disavow and repudiate the acts of its Executive Agents here—a result I have done all in my power to prevent.

Greater cause of complaint will exist if the cargo of the Sea Bride is disposed of in the same manner, as I have reason to apprehend it will be when negotiations are concluded; for being originally captured in neutral waters, the thin guise of neutrality would be utterly torn into shreds by the sale of her cargo here.

The Georgia, a Confederate war-steamer, arrived at Simon's Bay yesterday, and the Florida, another vessel of the same class, has arrived, or is expected hourly at Saldanha Bay, where she may remain a week without your knowledge, as the place is very secluded. The Alabama remained here in Table Bay nearly four days and at Simon's Bay six days; and as the Tuscaloosa was allowed to remain at Simon's Bay seven days, I apprehend that the Georgia and Florida will meet with the same or even greater favours. Under such circumstances further protests from me would seem to be unavailing, and I only put the facts upon record for the benefit of my Government and officials possessed of diplomatic functions.

Mr. Rawson to Mr. Graham. August 19, 1863.

I am directed by the Governor to acknowledge the receipt of your letter of the 17th instant, and to state

that he has during the recent transactions endeavoured to act in strict conformity with the wishes of Her Majesty's Government; he will in like manner pursue the same course in any future cases which may arise.

I am to add that his Excellency has no reason to believe that either the Alabama or the Tuscaloosa have been allowed to remain in the ports of the Colony for a greater length of time than the state of the weather and the execution of the repairs of which they actually stood in need rendered indispensable.

Statement of Joseph Hopson.

Joseph Hopson, keeper of the Green Point Light-house, states :—

I was on the look-out on Wednesday afternoon when the Alabama and Sea Bride were coming in. When I first saw them the steamer was coming round the north-west of Robben Island, and the barque bore from or about five miles west-north-west. The barque was coming in under all sail with a good breeze, and she took nothing in when the gun was fired. I believe two guns were fired, but the gun I mean was the last, and the steamer then crossed the stern side of the barque, and hauled up to her on the starboard side. He steamed ahead gently, and shortly afterwards I saw the barque put round with her head to the west-ward, and a boat put off from the steamer and boarded her. Both vessels were then good five miles off the mainland, and quite five, if not six, from the north west point of Robben Island.

Statement of W. S. Field, Collector of Customs.

I was present at the old Lighthouse, Green Point, on last Wednesday afternoon, at 2 P.M., and saw the Alabama capture the American barque Sea Bride, and I agree with the above statement as far as the position of the vessels and their distance from shore.

I may also remark that I called the attention of Colonel Bisset and the lighthouse keeper Hopson to the distance of the vessels at the time of the capture, as it was probable we should be called upon to give our evidence respecting the affair, and we took a note of the time it occurred.

Statement of John Roe.

I was yesterday, the 5th day of August, 1863, returning from a whale chase in Hunts Bay, when I first saw the barque Sea Bride standing from the westward on to the land. I came on to Table Bay, and when off Camps Bay I saw the smoke of the Alabama some distance from the westward of Robben Island. When I reached the Green Point Lighthouse the steamer was standing up towards the barque, which was about five miles and a half to the westward of Green Point, and about four and a half from the western point of Robben Island. This was their position (being near each other at the time) when the gun was fired.

Statement of Signalman at the Lion's Rump Telegraph Station.

On Wednesday last, the 5th day of August, 1863, I sighted the barque Sea Bride about seven o'clock in the morning, about fifteen or twenty miles off the land, standing into Table Bay from the south-west. There was a light breeze blowing from the north-west, which continued until after midday. About midday I sighted the Alabama screw steamer standing from due north towards Table Bay, intending, as it appeared to me, to take the passage between Robben Island and the Blueberg Beach. She was then between fifteen and eighteen miles off the land.

After sighting the steamer, I hoisted the demand for the barque, when she hoisted the American flag, which I reported to the Port office, the barque then being about eight miles off the land from Irville Point. No sooner had the barque hoisted the American flag than the steamer turned sharp round in the direction of and towards the barque. The steamer appeared at that time to have been about twelve miles off the land from Irville Point, and about four or five miles outside of Robben Island, and about seven miles from the barque.

The steamer then came up to and alongside of the barque, when the latter was good four miles off the land at or near the old Lighthouse, and five miles off the Island. The steamer, after firing a gun, stopped

the further progress of the barque, several boats were sent to her, and after that the barque stood out to sea again, and the Alabama steamed into Table Bay.

Captain Forsyth to Sir P. Wodehouse.
August 6, 1863.

In compliance with the request conveyed to me by your Excellency, I have the honour to report that I have obtained from Captain Semmes a statement of the positions of the Confederate States steamer Alabama and the American barque Sea Bride, when the latter was captured yesterday afternoon.

Captain Semmes asserts that at the time of his capturing the Sea Bride, Green Point Lighthouse bore from the Alabama south-east about six or six and a half miles.

This statement is borne out by the evidence of Captain Wilson, Port Captain of Table Bay, who has assured me that at the time of the Sea Bride being captured he was off Green Point in the port boat, and that only the top of the Alabama's hull was visible.

I am of opinion, if Captain Wilson could only see that portion of the hull of the Alabama, she must have been about the distance from the shore which is stated by Captain Semmes; and I have therefore come to the conclusion that the barque Sea Bride was beyond the limits assigned when she was captured by the Alabama.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty. September 17, 1863.

With reference to my letters dated respectively the 19th and 31st ultimo, relative to the Confederate States ship of war Alabama, and the prizes captured by her, I beg to inclose, for their Lordships' information, the copy of a statement forwarded to me by the Collector of Customs at Cape Town, wherein it is represented that the Tuscaloosa and Sea Bride had visited Ichaboe, which is a dependency of this Colony.

2. Since the receipt of the above-mentioned document, the Alabama arrived at this anchorage (the 16th instant), and when Captain Semmes waited upon me I acquainted him of the report, requesting he would inform me if it was true. I was glad to learn from him that it was not so. He frankly explained that the prize Sea Bride in the first place had put into Saldanha Bay through stress of weather, and on being joined there by the Tuscaloosa, both vessels proceeded to Angra Pequena, on the West Coast of Africa, where he subsequently joined them in the Alabama, and there sold the Sea Bride and her cargo to an English subject who resides at Cape Town. The Tuscaloosa had landed some wool at Angra Pequena and received ballast, but, he states, is still in commission as a tender. It will, therefore, be seen how erroneous is the accompanying report. I have no reason to doubt Captain Semmes' explanation; he seems to be fully

alive to the instructions of Her Majesty's Government, and appears to be most anxious not to commit any breach of neutrality.

3. The Alabama has returned to this port for coal, some provisions, and to repair her condensing apparatus.

4. From conversation with Captain Semmes, I find that he has been off this Cape for the last five days, and as the Vanderbilt left this on the night of the 11th instant, it is surprising they did not see each other.

The Duke of Newcastle to Sir P. Wodehouse.
November 4, 1863.

I have received your despatch of the 19th August last, submitting for my consideration various questions arising out of the proceedings at the Cape of Good Hope of the Confederate vessels Georgia, Alabama, and her reputed tender the Tuscaloosa.

I will now proceed to convey to you the views of Her Majesty's Government on these questions.

The capture of the Sea Bride by the Alabama is stated to have been effected beyond the distance of three miles from the shore,—which distance must be accepted as the limit of territorial jurisdiction, according to the present rule of international law upon that subject. It appears, however, that the prize, very soon after her capture, was brought within the distance of two miles from the shore; and as this is contrary to Her Majesty's orders, it might have afforded just

grounds (if the apology of Captain Semmes for this improper act, which he ascribed to inadvertence, had not been accepted by you) for the interference of the Colonial authorities upon the principles which I am about to explain.

With respect to the Alabama herself, it is clear that neither you nor any other authority at the Cape could exercise any jurisdiction over her; and that, whatever may have been her previous history, you were bound to treat her as a ship of war belonging to a belligerent Power.

With regard to the vessel called the Tuscaloosa, I am advised that this vessel did not lose the character of a prize captured by the Alabama, merely because she was, at the time of her being brought within British waters, armed with two small rifled guns, in charge of an officer, and manned with a crew of ten men from the Alabama, and used as a tender to that vessel under the authority of Captain Semmes.

It would appear that the Tuscaloosa is a barque of 500 tons, captured by the Alabama, off the coast of Brazil, on the 21st of June last, and brought into Simon's Bay on or before the 7th of August, with her original cargo of wool (itself, as well as the vessel, prize) still on board, and with nothing to give her a warlike character (so far as is stated in the papers before me), except the circumstances already noticed.

Whether, in the case of a vessel duly commissioned

as a ship of war, after being made prize by a belligerent Government, without being first brought *infra præsidia*, or condemned by a Court of Prize, the character of prize, within the meaning of Her Majesty's orders, would or would not be merged in that of a national ship of war, I am not called upon to explain. It is enough to say that the citation from Mr. Wheaton's book by your Attorney-General does not appear to me to have any direct bearing upon the question.

Connected with this subject is the question as to the cargoes of captured vessels which is alluded to at the end of your despatch. On this point I have to instruct you that Her Majesty's orders apply as much to prize cargoes of every kind which may be brought by any armed ships or privateers of either belligerent into British waters as to the captured vessels themselves. They do not, however, apply to any articles which may have formed part of any such cargoes, if brought within British jurisdiction, not by armed ships or privateers of either belligerent, but by other persons who may have acquired or may claim property in them by reason of any dealings with the captors.

I think it right to observe that the third reason alleged by the Attorney-General for his opinion assumes (though the fact had not been made the subject of any inquiry) that "no means existed for determining whether the ship had or had not been judicially condemned in a Court of competent jurisdiction," and the

proposition that, "*admitting her to have been captured by a ship of war of the Confederate States,* she was entitled to refer Her Majesty's Government, in case of any dispute, to the Court of her States in order to satisfy it as to her real character." This assumption, however, is not consistent with Her Majesty's undoubted right to determine within her own territory whether her own orders, made in vindication of her own neutrality, have been violated or not.

The question remains what course ought to have been taken by the authorities of the Cape—

1st. In order to ascertain whether this vessel was, as alleged by the United States Consul, an uncondemned prize brought within British waters in violation of Her Majesty's neutrality; and

2ndly. What ought to have been done if such had appeared to be really the fact.

I think that the allegations of the United States Consul ought to have been brought to the knowledge of Captain Semmes while the Tuscaloosa was still within British waters, and that he should have been requested to state whether he did or did not admit the facts to be as alleged. He should also have been called upon (unless the facts were admitted) to produce the Tuscaloosa's papers. If the result of these inquiries had been to prove that the vessel was really an uncondemned prize, brought into British waters in violation of Her Majesty's orders made for the purpose of maintaining her neutrality, I consider that

the mode of proceeding in such circumstances, most consistent with Her Majesty's dignity, and most proper for the vindication of her territorial rights, would have been to prohibit the exercise of any further control over the Tuscaloosa by the captors, and to retain that vessel under Her Majesty's control and jurisdiction until properly reclaimed by her original owners.

Sir P. Wodehouse to the Duke of Newcastle.
December 19, 1863.

I have had the honour to receive your Grace's despatch of the 4th ultimo, from which I regret to learn that the course taken here relative to the Confederate war-steamer Alabama and her prizes has not in some respects given satisfaction to Her Majesty's Government.

I must only beg your Grace to believe that no pains were spared by the late Acting Attorney-General or by myself to shape our course in what we believed to be conformity with the orders of Her Majesty's Government and the rules of international law, as far as we could ascertain and interpret them.

Mr. Denyssen has been so constantly engaged with professional business since the arrival of the mail that I have been prevented from discussing with him the contents of your despatch; but I think it right, nevertheless, to take advantage of the first opportunity for representing to your Grace the

state of uncertainty in which I am placed by the receipt of this communication, and for soliciting such further explanations as may prevent my again falling into error on these matters. In so doing I trust you will be prepared to make allowance for the difficulties which must arise out of this peculiar contest, in respect of which both parties stand on a footing of equality as belligerents, while only one of them is recognised as a nation.

In the first place, I infer that I have given cause for dissatisfaction in not having more actively resented the fact that the Sea Bride, on the day after her capture, was brought a short distance within British waters.

Your Grace demurs to my having accepted Captain Semmes' apology for this improper act, which he ascribed to inadvertence. You will pardon my noticing that the fact of the act having been done through inadvertence was established by the United States Consul himself, one of whose witnesses stated, "the officer in command of the barque came on deck about that time, and stamping his foot as if chagrined to find her so near the land, ordered her further off, which was done immediately."

I confess that on such evidence of such a fact I did not consider myself warranted in requiring the Commander of Her Majesty's ship Valorous to take possession of the Alabama's prize.

The questions involved in the treatment of the

Tuscaloosa are far more important and more embarrassing; and first let me state, with reference to the suggestion that Captain Semmes should have been required to admit or deny the allegations of the United States Consul, that no such proceeding was required. There was not the slightest mystery or concealment of the circumstances under which the Tuscaloosa had come into, and then was in possession of the Confederates. The facts were not disputed. We were required to declare what was her actual status under those facts. We had recourse to Wheaton, the best authority on International Law within our reach—an authority of the nation with whom the question had arisen—an authority which the British Secretary for Foreign Affairs had recently been quoting in debates on American questions in the House of Lords.

Your Grace intimates that the citation from this authority by the Acting Attorney-General does not appear to have any direct bearing upon the question.

You will assuredly believe that it is not from any want of respect for your opinion, but solely from a desire to avoid future error, that I confess my inability to understand this intimation, or, in the absence of instructions on that head, to see in what direction I am to look for the law bearing on the subject.

The paragraph cited made no distinction between a vessel with cargo and a vessel without cargo; and your Grace leaves me in ignorance whether her

character would have been changed if Captain Semmes had got rid of the cargo before claiming for her admission as a ship of war. Certainly, acts had been done by him which, according to Wheaton, constituted a "setting forth as a vessel of war."

Your Grace likewise states, "Whether in the case of a vessel duly commissioned as a ship of war, after being made prize by a belligerent Government without being first brought *infra præsidia*, or condemned by a Court of Prize, the character of prize, within the meaning of Her Majesty's orders, would or would not be merged in a national ship of war, I am not called upon to explain."

I feel myself forced to ask for further advice on this point, on which it is quite possible I may be called upon to take an active part. I have already, in error, apparently, admitted a Confederate prize as a ship of war. The chief authority on International Law, in which it is in my power to refer, is Wheaton, who apparently draws no distinction between ships of war and other ships when found in the position of prizes; and I wish your Grace to be aware that within the last few days the commander of a United States ship of war observed to me that if it were his good fortune to capture the Alabama, he should convert her into a Federal cruiser.

I trust your Grace will see how desirable it is that I should be fully informed of the views of Her Majesty's Government on these points, and that I

shall be favoured with a reply to this despatch at your earliest convenience.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty. January 5, 1864.

I request you will be pleased to acquaint my Lords Commissioners of the Admiralty that the barque called the Tuscaloosa, under the flag of the Confederate States of North America° (referred to in my letter of the 19th of August last), termed a tender to the Alabama, returned to this anchorage on the 26th ultimo from cruising off the coast of Brazil.

2. In order to ascertain the real character of this vessel, I directed the boarding officer from my flagship to put the questions, as per inclosure No. 1, to the officer in command, Lieutenant Low, of the Alabama; and having satisfied myself from his answers that the vessel was still an uncondemned prize captured by the Alabama under the name of the Conrad, of Philadelphia, I communicated the circumstances to the Governor of this Colony, who, concurring in opinion with me that she ought to be retained under Her Majesty's control and jurisdiction until reclaimed by her proper owners, for violation of Her Majesty's orders for the maintenance of her neutrality, I caused the so-called Tuscaloosa to be taken possession of; informing Lieutenant Low, at the same time, of the reason for doing so.

3. Lieutenant Low has entered a written protest against the seizure of the vessel, a copy of which, together with the reply of the Governor, I inclose for their Lordships' information, as well as a copy of all the correspondence which has passed on this subject.

4. Lieutenant Low having informed me that he expects the Alabama shortly to arrive at this place, I have allowed him and his crew to remain on board the Conrad for the present; but should the Alabama not make her appearance I have acquainted him that I will grant him and his officers (probably only one besides himself) a passage to England in one of the packets. The crew he wishes to discharge if there is no opportunity of their rejoining the Alabama.

5. The vessel in question is at present moored in this bay, in charge of an officer and a few men belonging to Her Majesty's ship Narcissus, where she will remain until she can be properly transferred to her lawful owners, as requested by the Governor.

Questions to be put to the Officer in Command or Charge of the barque Tuscaloosa, carrying the Flag of the so-called Confederate States of America.

Ship's name and nation?—Tuscaloosa. Confederate.

Name and rank of officer in command?—Lieutenant Low, late Alabama.

Tonnage of the ship?—500.

Number of officers and men on board?—4 officers and 20 men.

Number and description of guns on board?—3 small brass guns, 2 rifled 12-pounders, and 1 smooth-bore -pounder.

Where is she from?—St. Katherine's, Brazils.

Where is she bound?—Cruising.

For what purpose has the ship put into this port?—For repairs and supplies.

Is it the same ship that was captured by the Alabama, and afterwards came to this port on the 9th of August last?—Yes.

What was her original name, on being captured by the Alabama?—Conrad, of Philadelphia.

When was she captured by Alabama?—21st June, 1863.

To what nation and to whom did she belong before her capture?—Federal States of America.

Has she been taken before any legally-constituted Admiralty Court of the Confederate States?—No.

Has she been duly condemned as a lawful prize by such Court to the captors?—No.

What is she now designated?—Tender to the Alabama.

What papers are there on board to constitute her as the Confederate barque Tuscaloosa?—The commission of the Lieutenant commanding the Tuscaloosa from Captain Semmes. The officers also have commissions to their ship from him.

Are the papers which belonged to her before she was seized by the Alabama on board?—No.

Is there any cargo on board, and what does it consist of?—No cargo—only stores for ballast.

(Signed) JOHN LOW,
Lieutenant-Commander,
" *Confederate States barque Tuscaloosa.*

(Signed) FRANCIS L. WOOD,
Lieutenant and Boarding Officer, Her Majesty's ship Narcissus.

Rear-Admiral Sir B. Walker to Lieutenant Low, C.S.N., December 27, 1863.

As it appears that the Tuscaloosa, under your charge and command, is a vessel belonging to the Federal States of America, having been captured by the Confederate States ship of war, Alabama, and not having been adjudicated before any competent Prize Court, is still an uncondemned prize, which you have brought into this port in violation of Her Britannic Majesty's orders for the maintenance of her neutrality, I have the honour to inform you that, in consequence, I am compelled to detain the so-called Tuscaloosa (late Conrad) with the view of her being restored to her original owners, and I request you will be so good as to transfer the charge of the vessel to the officer bearing this letter to you.

Rear-Admiral Sir B. Walker to Sir P. Wodehouse.
December 28, 1863.

I have the honour to inform your Excellency that, acting upon your concurrence in my opinion with reference to the instructions received from home by the last mail, I have detained the barque Tuscaloosa (late Conrad of Philadelphia), because she is an uncondemned prize, taken by the Confederate States' ship of war Alabama, and brought into British waters in violation of Her Majesty's Orders for maintaining her neutrality, and with the view to her being restored to her original owners.

I shall be ready to hand her over to the Consul of the United States at Cape Town, or to any person you may appoint to take charge of her.

I should add that Lieutenant Low has given up the Tuscaloosa (late Conrad) under protest, which he is about to make in writing, a copy of which shall be transmitted to your Excellency as soon as received.

Lieutenant Low, C.N.S., to Sir P. Wodehouse.
December 28, 1863.

As the officer in command of the Confederate States ship Tuscaloosa, tender to the Confederate States steamer Alabama, I have to record my protest against the recent extraordinary measures which have been adopted towards me and the vessel under my command by the British authorities of this Colony.

In August last the Tuscaloosa arrived in Simon's

Bay. She was not only recognised in the character which she lawfully claimed and still claims to be, viz., a commissioned ship of war belonging to a belligerent Power, but was allowed to remain in the harbour for the period of seven days, taking in supplies and effecting repairs with the full knowledge and sanction of the authorities.

No intimation was given that she was regarded in the light of an ordinary prize, or that she was considered to be violating the laws of neutrality. Nor, when she notoriously left for a cruise on active service, was any intimation whatever conveyed that on her return to the port of a friendly Power, where she had been received as a man-of-war, she would be regarded as a "prize," as a violater of the Queen's proclamation of neutrality, and consequently liable to seizure. Misled by the conduct of Her Majesty's Government, I returned to Simon's Bay on the 26th instant, in very urgent want of repairs and supplies; to my surprise I find the Tuscaloosa is now no longer considered as a man-of-war, and she has by your orders, as I learn, been seized for the purpose of being handed over to the person who claims her on behalf of her late owners.

The character of the vessel, viz., that of a lawful commissioned man-of-war of the Confederate States of America, has not been altered since her first arrival in Simon's Bay, and she, having been once fully recognised by the British authorities in command in this Colony, and no notice or warning of change of opinion

or of friendly feeling having been communicated by public notification or otherwise, I was entitled to expect to be again permitted to enter Simon's Bay without molestation.

In perfect good faith I returned to Simon's Bay for mere necessaries, and in all honour and good faith, in return, I should on change of opinion or of policy on the part of the British authorities, have been desired to leave the port again.

But by the course of proceedings taken, I have been (supposing the view now taken by your Excellency's Government to be correct) first misled and next entrapped.

My position and character of my ship will most certainly be vindicated by my Government. I am powerless to resist the affront offered to the Confederate States of America by your Excellency's conduct and proceedings.

I demand, however, the release of my ship; and if this demand be not promptly complied with, I hereby formally protest against her seizure, especially under the very peculiar circumstances of the case.

Mr. Rawson to Lieutenant Low, C.S.N. Dec. 29, 1863.

I am directed by the Governor to acknowledge the receipt of your letter of yesterday's date protesting against the seizure of the Tuscaloosa, whose character you represent to be the same as when, in August last, she was admitted into the port of Simon's Bay, and I

am to acquaint you in reply that a full report was submitted to Her Majesty's Government of all that took place on the first visit of the Tuscaloosa, and that the seizure has now been made in conformity with the opinion expressed by them on that report.

Your protest will of course be transmitted for their consideration.

Rear-Admiral Sir B. Walker to Sir P. Wodehouse.
December 29, 1863.

Lieutenant Low, the officer belonging to the Confederate States ship-of-war Alabama, late in charge of the barque called the Tuscaloosa (properly the Conrad of Philadelphia), having sent me a copy of the protest which he has forwarded to your Excellency against the detention of that vessel, I think it right to enclose for your information the copy of my letter to Lieutenant Low* explaining the circumstances under which the so-called Tuscaloosa is detained.

Sir P. Wodehouse to the Duke of Newcastle.
January 11, 1864.

I very much regret having to acquaint your Grace that the Confederate prize vessel the Tuscaloosa has again entered Simon's Bay, and that the Naval Commander-in-chief and myself have come to the conclusion that, in obedience to the orders transmitted to his Excellency by the Admiralty, and to me by your

* This letter is not given in the Blue Book.

Grace's despatch of the 4th November last, it was our duty to take possession of the vessel, and to hold her until properly claimed by her original owners. The Admiral, therefore, sent an officer with a party of men from the flag-ship to take charge of her, and to deliver to her commander a letter in explanation of the act. Copies of his protest, addressed to me, and of my reply, are inclosed. He not unnaturally complains of having been now seized, after he had on the previous occasion been recognised as a ship of war. But this is manifestly nothing more than the inevitable result of the overruling by Her Majesty's Government of the conclusion arrived at on the previous occasion by its subordinate officer.

The Consul for the United States, on being informed of what had taken place, intimated his inability to take charge of the ship on account of the owners, and expressed a desire that it should remain in our charge until he was put in possession of the requisite authority. Accordingly, after taking the opinion of the Attorney-General, it was arranged that the vessel should remain in the charge of Sir Baldwin Walker.

I ought to explain that the seizure was made without previous reference to the Attorney-General. I did not consider such a reference necessary. The law had been determined by Her Majesty's Government on the previous case. The Admiral was of opinion that we had only to obey the orders we had received, and on his intimating that opinion I assented.

Your Grace will observe that at the request of the officers of the Tuscaloosa the Admiral has permitted them to remain on board, in expectation of the immediate arrival of the Alabama, to which ship they wish to return. I should otherwise have thought it my duty to provide them with passages to England at the cost of Her Majesty's Government, by whom, I conclude, they would be sent to their own country; and it is probable that if the Alabama should not soon make her appearance, such an arrangement will become necessary.

I have only to add that I have thought it advisable, after what has now occurred, to intimate to the United States Consul that we should probably be under the necessity of adopting similar measures in the event of an uncondemned prize being fitted for cruising, and brought into one of our ports by a Federal ship of war. I did not speak positively, because I have been left in doubt by your Grace's instructions whether some distinction should not be drawn in the case of a ship of war of one belligerent captured and applied to the same use by the other belligerent, but the Consul was evidently prepared for such a step. Copies of all the correspondence are inclosed.

Mr. Rawson to Mr. Graham. December 28, 1863.

I am directed by the Governor to acquaint you that the Tuscaloosa having again arrived in Simon's Bay, will, under instructions lately received from Her

Majesty's Government, be retained under Her Majesty's control and jurisdiction until properly reclaimed by her original holders.

Mr. Graham to Sir P. Wodehouse.
December 28, 1863.

I have to acknowledge the receipt of your letter of yesterday's date in reference to the Tuscaloosa.

By virtue of my office as Consul for the United States of America in the British possessions of South Africa, of which nation the original owners of the Conrad, *alias* Tuscaloosa, are citizens, I possess the right to act for them when both they and their special agents are absent. I can institute a proceeding *in rem* where the rights of property of fellow-citizens are concerned without a special procuration from those for whose benefit I act, but cannot receive actual restitution of the *res* in controversy without a special authority. (See United States Statutes at large, vol. i. p. 254, notes 2 and 3.)

Under these circumstances, I am content that the vessel in question should for the present, or until the properly authenticated papers and power of attorney shall be received from the owners in America, remain in possession and charge of Her Majesty's naval officers. But should it hereafter be determined to give the vessel up to any party other than the real owners, I desire to have sufficient notice of the fact, so that I may take the proper steps to protect the interests of my absent fellow-citizens.

With regard to the property of American citizens seized here at the Custom-house, and which was formerly part of the Sea Bride's cargo, I would suggest that it also be held by the Colonial Government, subject to the order of the original owners. An announcement to that effect from you would be received with great satisfaction by me.

Lieutenant Low, C.S.N., to Sir P. Wodehouse.
January 14, 1864.

I beg to acknowledge the receipt of your letter of yesterday, in which I am informed that it is your Excellency's intention to request the Naval Commander-in-chief to allow the arms and ammunition belonging to the Confederate States to be stored in the dockyard at Simon's Town.

Whilst thanking your Excellency for this intention, I beg to state that as these were placed in my charge by Captain Semmes, of the Confederate steam-ship Alabama, I should prefer handing them to his agents in this Colony, to be stored by them under the usual Customs regulations until instructions can be received as to their disposal, and would respectfully solicit your Excellency's permission to have them landed, as I purpose leaving for England by the next mail-steamer.

I have further to thank your Excellency on behalf of the officers of the Tuscaloosa for your offer of assistance on leaving the Colony, and to state they have already made their arrangements.

Mr. Rawson to Lieutenant Low. January 18, 1864.

I am directed by the Governor to acknowledge the receipt of your letter of the 14th instant, and to state that on full consideration of the case he thinks it advisable to adhere to the proposal already made, that the guns and other property alleged to belong to the Alabama should be placed in the dockyard at Simon's Town. They will then be subject to such orders as Her Majesty's Government may be pleased to make in the matter.

I am also to transmit to you, for your information, copies of a letter which has been received from the Consul of the United States, and of the reply given to it byhis Excellency's directions.

Mr. Graham to Sir P. Wodehouse.
January 16, 1864.

The report of J. M. Hoets, Esquire, on the Tuscaloosa, countersigned by Lieutenant Kennedy of the Narcissus, has been received, and a copy furnished to Admiral Walker. Appended to that Report is a list of articles claimed by Lieutenant Low of the Tuscaloosa as belonging to the Confederate steamer Alabama. Now, among the articles enumerated in the list, are three 12-pounder cannon taken from the American ship Talisman, and one smaller brass cannon taken from the Sea Bride, as I can prove by the testimony of a competent witness. These cannon I request shall

be held for their owners in the same manner as the vessel. Not being able to identify the other articles in this list with perfect certainty, I shall not claim them.

Mr. Rawson to Mr. Graham. January 18, 1864.

I am directed by the Governor to acknowledge the receipt of your letter of the 16th instant, and to state that the guns to which you refer will be held subject to such instructions as Her Majesty's Government may think fit to issue respecting them.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty. January 18, 1864.

With reference to my letter of the 5th instant, I have the honour to submit, for their Lordships' information, a further correspondence between the Governor of this Colony and myself relative to the American vessel Conrad, of Philadelphia, lately called the Tuscaloosa.

2. Lieutenant Low, belonging to the Confederate States ship of war Alabama, lately in charge of the Tuscaloosa, having paid off and discharged his crew, finally quitted the vessel on the 9th instant; and I have ordered him a passage to England by the mail-packet Saxon, together with his first officer, Mr. Sinclair.

3. The Conrad now remains in charge of a warrant officer and two ship-keepers, awaiting to be properly claimed or disposed of as the Government may direct.

Rear-Admiral Sir B. Walker to Sir P. Wodehouse.
January 6, 1864.

With reference to your Excellency's communication of yesterday's date, I have the honour to inform you that I will make arrangements for the safe custody of the Conrad, of Philadelphia (late Tuscaloosa), by mooring her in this bay, and putting ship-keepers in charge of her, until she can be properly transferred to her lawful owners.

Lieutenant Low has requested to be allowed to remain on board the vessel, together with his crew, for the present, as he expected the Alabama to arrive here shortly, to which arrangement I have made no objection.

There are some guns and other articles on board the Conrad said to belong to the Alabama, a list of which I have already forwarded to your Excellency. It is a matter for consideration how these things should be disposed of.

I think, as a precautionary measure, it may be desirable that some person on the part of the United States Consul should visit the Conrad, to observe the state she is in, on being taken into British custody, to prevent any question thereon hereafter.

The Duke of Newcastle to Sir P. Wodehouse.
March 4, 1864.

I have received your despatches of the 11th and 19th January, reporting the circumstances connected

with the seizure of the Confederate prize-vessel Tuscaloosa, under the joint authority of the Naval Commander-in-chief and yourself. I have to instruct you to restore the Tuscaloosa to the Lieutenant of the Confederate States who lately commanded her, or if he should have left the Cape, then to retain her until she can be handed over to some person who may have authority from Captain Semmes, of the Alabama, or from the Government of the Confederate States, to receive her.

You will receive a further communication from me on this subject by the next mail.

The Duke of Newcastle to Sir P. Wodehouse.
March 10, 1864.

In my despatch of the 4th instant, I instructed you to restore the Tuscaloosa to the Lieutenant of the Confederate States who lately commanded her, or, if he should have left the Cape, then to retain her until she could be handed over to some person having authority from Captain Semmes, of the Alabama, or from the Government of the Confederate States, to receive her.

I have now to explain that this decision was not founded on any general principle respecting the treatment of prizes captured by the cruisers of either belligerent, but on the peculiar circumstances of the case. The Tuscaloosa was allowed to enter the port of Cape Town and to depart, the instructions of the 4th of November not having arrived at the Cape before her

departure. The Captain of the Alabama was thus entitled to assume that he might equally bring her a second time into the same harbour, and it becomes unnecessary to discuss whether, on her return to the Cape, the Tuscaloosa still retained the character of a prize, or whether she had lost that character, and had assumed that of an armed tender to the Alabama, and whether that new character, if properly established and admitted, would have entitled her to the same privilege of admission which might be accorded to her captor, the Alabama.

Her Majesty's Government have, therefore, come to the opinion, founded on the special circumstances of this particular case, that the Tuscaloosa ought to be released, with a warning, however, to the Captain of the Alabama, that the ships of war of the belligerents are not to be allowed to bring prizes into British ports, and that it rests with Her Majesty's Government to decide to what vessels that character belongs.

In conclusion, I desire to assure you that neither in this despatch, nor in that of the 4th November, I have desired in any degree to censure you for the course you have pursued. The questions on which you have been called upon to decide, are questions of difficulty, on which doubts might properly have been entertained, and I am by no means surprised that the conclusions to which you were led have not, in all instances, been those which have been adopted on fuller consideration by Her Majesty's Government.

Captain Semmes, C.S.N., to Rear-Admiral Sir B. Walker, dated C.S.S. Alabama; Table Bay, March 22, 1864.

SIR,—I was surprised to learn upon my arrival at this port of the detention by your order of the Confederate States barque Tuscaloosa, a tender to this ship. I take it for granted that you detained her by order of the Home Government, as no other supposition is consistent with my knowledge of the candour of your character—the Tuscaloosa having been formerly received by you as a regularly commissioned tender, and no new facts appearing in the case to change your decision. Under these circumstances I shall not demand of you the restoration of that vessel, with which demand you would not have the power to comply, but will content myself with putting this my protest against this detention on the record of the case, for the future consideration of our respective Governments.

Earl Russell, in reaching the decision which he has communicated to you, must surely have misapprehended the facts, otherwise I cannot conceive him capable of so misapplying the law. The facts are briefly these:—1st. The Tuscaloosa was formerly the enemy's ship Conrad, lawfully captured by me on the high seas, as a recognised belligerent; 2ndly, She was duly commissioned by me as a tender to the Confederate States steamer Alabama, then as now under my command; and 3rdly, She entered English waters not only without

intention of violating Her Britannic Majesty's orders of neutrality, but was received with hospitality, and no question was raised as to her right to enter under the circumstances. These were the facts up to the time of Earl Russell's issuing to you his order in the premises. Let us consider then a moment, and see if we can derive from them, or any of them, just ground for the extraordinary decision to which Earl Russell has come.

My right to capture and the legality of the capture will not be denied. Nor will you deny, in your experience as a naval officer, my right to commission this, or any other ship lawfully in my possession, as a tender to my principal ship. Your Admirals do this every day, on distant stations; and the tender from the time of her being put in commission wears a pennant, and is entitled to the immunities and privileges of a ship of war, the right of capture inclusive.

Numerous decisions are to be found in your own prize law to this effect. In other words, this is one of the recognised modes of commissioning a ship of war, which has grown out of the convenience of the thing, and become a sort of naval common law, as indisputable as the written law itself. The only difference between the commission of such a ship and that of a ship commissioned by the sovereign authority at home is that the word "tender" appears in the former commission, and not in the latter. The Tuscaloosa having then been commissioned by me in accordance with the

recognised practice of all civilized nations that have a marine, can any other Government than my own look into her antecedents? Clearly not. The only thing which can be looked at upon her entering a foreign port is her commission. If this be issued by competent authority, you cannot proceed a step further. The ship then becomes a part of the territory of the country to which she belongs, and you can exercise no more jurisdiction over her than over that territory. The self-respect and the independence of nations require this; for it would be a monstrous doctrine to admit that one nation may inquire into the title by which another nation holds her ships of war. And there can be no difference in this respect between tenders and ships originally commissioned. The flag and the pennant fly over them both, and they are both withdrawn from the local jurisdiction by competent commissions. On principle, you might as well have enquired into the antecedents of the Alabama, as of the Tuscaloosa. Indeed, you had a better reason for inquiring into the antecedents of the former than of the latter, it having been alleged that the former escaped from England in violation of your Foreign Enlistment Act. Mr. Adams, the United States Minister, did in fact demand that the Alabama should be seized, but Earl Russell, in flat and most pointed contradiction of his late conduct in the case of the Tuscaloosa, gave him the proper legal reply, to wit, that the Alabama being now a ship of war, he was estopped from looking

into her antecedents. One illustration will suffice to show you how untenable your position is in this matter. If the Tuscaloosa's commission be admitted to have been issued by competent authority, and in due form (and I do not understand this to be contested except on the ground of her antecedents), she is as much a ship of war as the Narcissus, your flag-ship. Suppose you should visit a French port, and the port admiral should request you to haul down your flag on the ground that you had had no sufficient title to the ship before she was commissioned, or that she was a contract ship and you had not paid for her, and the builder had a lien on her, or that you had captured her from the Russians, and had not had her condemned by a prize court, what would you think of the proceeding? And how does the case supposed differ from the one in hand? In both it is a pretension on the part of a foreign Power to look into the antecedents of a ship of war—neither more nor less in the one case than in the other. I will even put the case stronger. If it be admitted that I had the right to commission a tender, and the fact had been that I had seized a French ship and put her in commission, you could not inquire into the fact. You would have no right to know but that I had the orders of my Government for this seizure. In short, you would have no right to inquire into the matter at all. My ship being regularly commissioned, I am responsible to my Government for my acts, and my Government in the case

supposed would be responsible to France, and not to you. If this reasoning be correct—and with all due submission to his lordship I think it is sustained by the plainest principles of the international code—it follows that the condemnation of a prize in a prize court is not the only mode of changing the character of a captured ship. When the sovereign of the captor puts his own commission on board such a ship, this is a condemnation in its most solemn form, and is notice to all the world. On principle, if a ship thus commissioned were re-captured, the belligerent prize court could not restore her to her original owner, but must condemn her as a prize ship of war of the enemy to the captors; for prize courts are international courts, and cannot go behind the pennant and commission of the cruiser.

Further, as to this question of adjudication, your letter to Lieutenant Low, the late commander of the Tuscaloosa, assumes that, as the Tuscaloosa was not condemned, she was therefore the property of the enemy from whom she had been taken. Condemnation is intended for the benefit of neutrals, and to quiet the titles of purchasers, but is never necessary as against the enemy. His right is taken away by force, and not by any legal process, and the possession of his property *manu forte* is all that is required against him.

Earl Russell having decided to disregard these plain

principles of the laws of nations, and to go behind my commission, let us see what he next decides.

His decision is this, that the Tuscaloosa being a prize, and having come into British waters in violation of the Queen's orders of neutrality, she must be restored to her original owner. The ship is not seized and condemned for the violation of any municipal law, such as fraud upon the revenue, &c.—as, indeed, she could not be so seized and condemned without the intervention of a court of law—but by the strong arm of executive power he wrests my prize from me, and very coolly hands her over to the enemy. It is admitted that all prizes, like other merchant ships, are liable to seizure and condemnation for a palpable violation of the municipal law; but that is not this case. The whole thing is done under the international law. Now, there is no principle better established than that neutrals have no right to interfere in any manner between the captor and his prize, except in one particular instance, and that is where the prize has been captured in neutral waters and afterwards comes of her own accord within the neutral jurisdiction. In that case, and in that case alone, the neutral prize court may adjudicate the case, and if they find the allegation of *infra terminos* proved, they may restore the property to the original owner.

If a lawful prize, contrary to prohibition, come within neutral waters, the most the neutral can do

is to order her to depart without interfering in any manner with the captor's possession.

It is admitted that if she obstinately refuses to depart, or conducts herself otherwise in an improper manner, she may be compelled to depart, or may, indeed, be seized and confiscated as a penalty for her offence. But there is no plea of that kind set up here. To show how sacred is the title of mere possession on the part of a captor, permit me to quote from one of your own authorities. On page 42 of the 1st vol. of Phillimore on International Law, you will find the following passage:—"In 1654 a treaty was entered into between England and Portugal, by which, among other things, both countries mutually bound themselves not to suffer the ships and goods of the other taken by enemies and carried into the ports of the other to be conveyed away from the original owners or proprietors."

"Now, I have no scruple in saying (observes Lord Stowell in 1798) that this is an article incapable of being carried into literal execution according to the modern understanding of the law of nations; for no neutral country can intervene to wrest from a belligerent prizes lawfully taken. This is perhaps the strongest instance that could be cited of what civilians call the *consuetudo obrogatoria*."

This being the nature of my title, the reasons should be very urgent which should justify my being forcibly dispossessed of it. But there are no such reasons

apparent. It is not contended that there was any misconduct on the part of the Tuscaloosa, unless her entry into a British port as a Confederate cruiser be deemed misconduct. As stated in the beginning of this letter, she had no intention of violating any order of the Queen. Her error, therefore, if it were an error, is entitled to be considered with gentleness and not with hardship. Her error was the error of yourself and his Excellency the Governor, as well as myself. We all agreed, I believe, that she was a lawfully commissioned ship, and that her commission estopped all further enquiry. In the meantime, she proceeds to sea thus endorsed, as it were, by the Colonial authorities; your Home Government overrules your decision; the Tuscaloosa returns in good faith to your port to seek renewed hospitality under your orders of neutrality. And what happens? An English officer, armed with your order, proceeds on board of her, turns her commander and officers out of her, and assumes possession on the ground that she has violated the Queen's orders; and this without any warning to depart or any other notice whatever. In the name of all open and fair dealing—in the name of frankness, candour, and good faith, I most respectfully enter my protest against such an extreme, uncalled-for, and apparently unfriendly course.

But the most extraordinary part of the proceeding has yet to be stated. You not only divest me of my title to my prize, but you tell me that you are about

to hand her over to the enemy! On what principle this can be done I am utterly at a loss to conceive. Although it may be competent to a Government, in an extreme case, to *confiscate to the Exchequer* a prize, there is but one possible contingency in which the prize can be restored to the opposite belligerent, and that is the one already mentioned of a capture within neutral jurisdiction. And this is done on the ground of the nullity of the original capture. The prize is pronounced not to have been lawfully made, and this being the case, and the vessel being within the jurisdiction of the neutral whose waters have been violated, there is but one course to pursue. The vessel does not belong to the captor, and as she does not belong to the neutral, as a matter of course she belongs to the opposite belligerent, and must be delivered up to him. But there is no analogy between that case and the one we are considering. My capture cannot be declared a nullity. My title is as good against the enemy as though condemnation had passed. The vessel either belongs to me or to the British Government. If she belongs to me, justice requires that she should be delivered up to me. If she belongs (by way of confiscacation) to the British Government, why should that Government make a gratuitous present of her to one of the belligerents rather than the other?

My Government cannot fail, I think, to view this matter in the light in which I have placed it; and it is deeply to be regretted that a weaker people struggling

against a stronger for very existence should have so much cause to complain of the unfriendly disposition of a Government from which, if it represents truly the instincts of Englishmen, it had the right to expect at least sympathy and kindness in the place of rigour and harshness.

No. VII.

MEASUREMENTS OF THE ALABAMA.

We are indebted to Messrs. Laird Brothers, of Birkenhead, for the following measurements of the Alabama :—

Length	About 230 feet.
Length between perpendiculars .	„ 213.8 „
Breadth of beam extreme . . .	„ 32.0 „
Depth moulded	„ 19.9 „
Draft of water when complete, with about 300 tons coal in bunkers and stores on board for a six month's cruise	„ 15 „

Engines.—300 horse power collective.

Rig.—Three-masted schooner with long lower masts and yards on fore and main-masts.

The hull of the vessel built of wood, the general arrangement of scantling and materials being the same as in vessels of similar class in Her Majesty's Navy.

The vessel and machinery throughout were built by Messrs. Laird Brothers at their works at Birkenhead.

THE END.

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